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of Engineers**

Construction Engineering  
Research Laboratories

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# **The Barksdale Air Force Base Historic District**

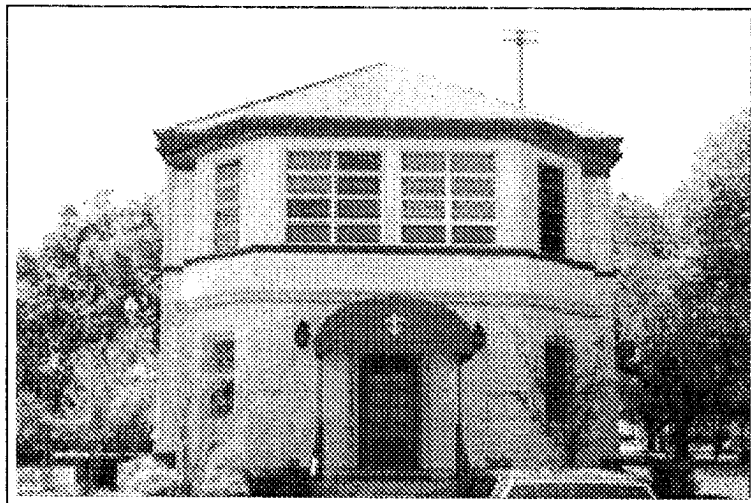
## **Project Overview, History, and Maintenance Plan**

by

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The history and significance of Barksdale Air Force Base (BAFB), LA, was recognized when a national historic district was created by the State of Louisiana in 1992. The historic district encompasses many different building types with varying maintenance issues associated with age and use. These problems are compounded by the unique maintenance and repair procedures that must be followed to retain the historic qualities of these properties.

To assist in district preservation, BAFB requested that the U.S. Army Construction Engineering Research Laboratories (USACERL) develop a maintenance plan for the historic district. Researchers analyzed building documentation such as base histories and the National Register nomination to provide the background necessary to develop building inventory forms and field inventory procedures and to prepare an installation history. Researchers then developed a computerized



data management system. Photos and floor plans were generated electronically to be incorporated into the management system. This Historic District Overview and Maintenance Management Plan at Barksdale Air Force Base resulted in a comprehensive inventory of the properties within the district as well as a detailed analysis of the properties.

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## Foreword

This study was conducted for the 2nd Civil Engineering Squadron (CES), Barksdale Air Force Base, under Military Interdepartmental Purchase Request (MIPR) No. P93-03, September 1993 and P94-07, June 1994; Work Units QM4, "History of Barksdale Air Force Base" and QZ3 "Comprehensive Historic District Facility Maintenance." The technical monitor was Robert Haddix (CEV).

The work was performed by the Maintenance Management and Preservation Division (FL-P) of the Facilities Technology Laboratory (FL), U.S. Army Construction Engineering Research Laboratories (USACERL). The USACERL principal investigator was Don Kermath. Simon S. Kim is Chief, CECER-FL-P; Alvin Smith is Chief, CECER-FL; and Donald F. Fournier is Laboratory Operating Chief, CECER-FL. The USACERL technical editor was Gloria J. Wienke, Technical Resources.

COL James T. Scott is Commander and Acting Director, and Dr. Michael J. O'Connor is Technical Director of USACERL.

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# 1 Introduction

## Background

The history and significance of Barksdale Air Force Base (BAFB), LA, was recognized when a national historic district (Figure 1)\* was created by the State of Louisiana in 1992. The district is unique for its properties as well as for its planning. Barksdale's plan is based on a Beaux-arts radial pattern developed by landscape engineer Captain Norfleet G. Bone and his assistant, Mr. Hugh K. Harris, landscape architect. Plant materials native to the area, such as live oaks, were used in the landscape design. The structures of the historic district were all built between 1930 and 1941 in the French Colonial Revival Style and are characterized by terra-cotta and stucco walls, hipped and gabled red-tile roofs, French windows, and wrought-iron rails. In addition to being architecturally significant, many of the houses in the district have been home to distinguished military families. Some of the more distinctive commercial properties are also historically significant.

The historic district encompasses many different building types with varying maintenance issues associated with age and use. These problems are compounded by the unique maintenance and repair procedures that must be followed to retain the historic qualities of these properties.

As the steward of a historic district, the Cultural Resources Manager at BAFB is responsible for ensuring that any maintenance or construction plans abide by the regulations governing historic resources. To assist in district preservation, BAFB requested that the U.S. Army Construction Engineering Research Laboratories (USACERL) develop a maintenance plan for the historic district.

## Objective

The objective of this research was to develop a maintenance plan for the historic district at Barksdale Air Force Base. Specific tasks undertaken to meet this objective were:

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\* Figures will appear at the end of their associated chapters.

- Generate an inventory of historic facilities and resources
- Create a list of historic facility qualities
- Recommend a plan for preservation and rehabilitation
- Develop a data management system that organizes all inventory information.

## Approach

The history of Barksdale has been prepared as a prelude to the Historic District Overview and Maintenance Management Plan. It is intended to provide the background or context needed for the development, expansion and adaptive reuse of buildings in the Barksdale Air Force Base Historic District.

To prepare this overview and maintenance plan for Barksdale, USACERL researchers gathered and analyzed original building documentation such as plans, property records, and remodeling records. Secondary resources such as base histories, the Base Comprehensive Plan and the National Register nomination were also examined. These materials provided the background necessary to for researchers to develop building inventory forms and field inventory procedures. This information was also used to prepare an installation history that focused on the architecture and people of Barksdale, to conduct an analysis of the Base Comprehensive Plan, and to prepare a listing of the non-contributing structures in the historic district.

Researchers then developed a computerized data management system. Figure 2 shows the relationship between electronic and paper components of the overview and maintenance plan. At the top of the graphic, overview data of the historic elements as well as maintenance data feed into the data management system. Non-contributing buildings within the historic district are also included in the database. Photos and floor plans are generated electronically through PhotoEdge and AutoCAD software to be incorporated into this management system. The information entered into the database can be manipulated through Lotus Approach into forms and report format. The forms generated from this database include Building Biography, Exterior Inventory, Interior Inventory, Problem Identification and Recommended Treatment, and Building Rehabilitation and Repair History for each building in the historic district. These forms are each used for a different purpose and can all be found in a building file folder to be accessed by the Historic Preservation Officer. In addition to these building folders, building type folders which include historic plans and building type descriptions are in a file folder system. These files, with this bound report, will also be available in binder format for the State Historic Preservation Officer and as an extra copy for the Historic Preservation Officer.

This project was guided by the Secretary of Interior's Standards as well as by guidelines for inventories set up by the Historic American Building Survey (HABS). These are major references for any preservation project and were a departure point for questions that developed. The integrity of historic elements as well as the compatibility of replacements were two issues questioned and discussed in depth.

This Historic District Overview and Maintenance Management Plan at Barksdale Air Force Base resulted in a comprehensive inventory of the properties within the district as well as a detailed analysis of the properties. This plan was developed out of the needs of the Cultural Resource Manager at BAFB as steward of a historic district. Laws and regulations concerning historic resources demand that these resources be considered in any undertaking such as maintenance or construction.

### **Metric Conversion Factors**

U.S. standard units of measure are used throughout this report. A table of metric conversion factors is presented below.

1 sq ft	=	0.093 m <sup>2</sup>
1 sq mi	=	2.590 km <sup>2</sup>

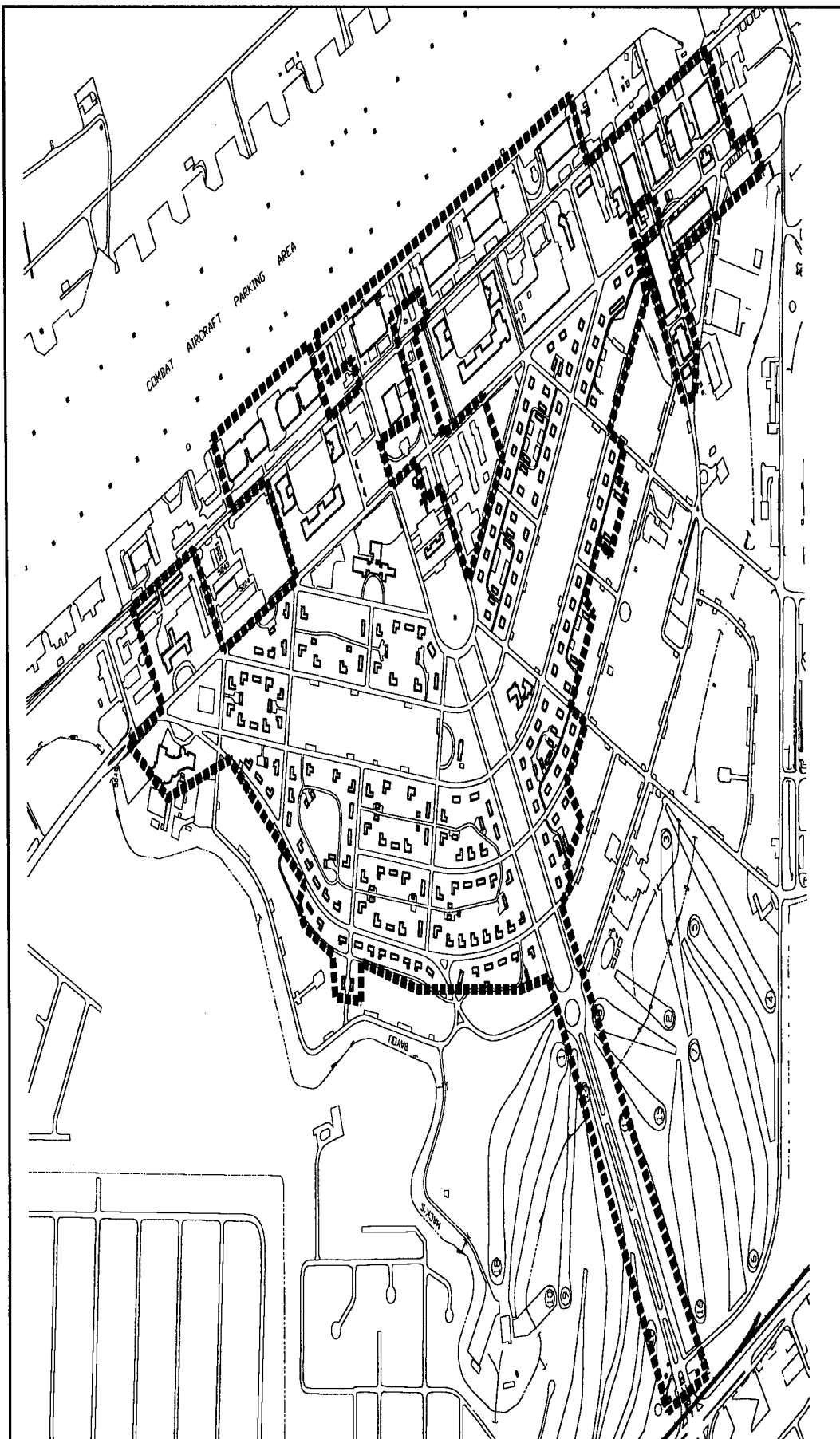


Figure 1. National historic district.

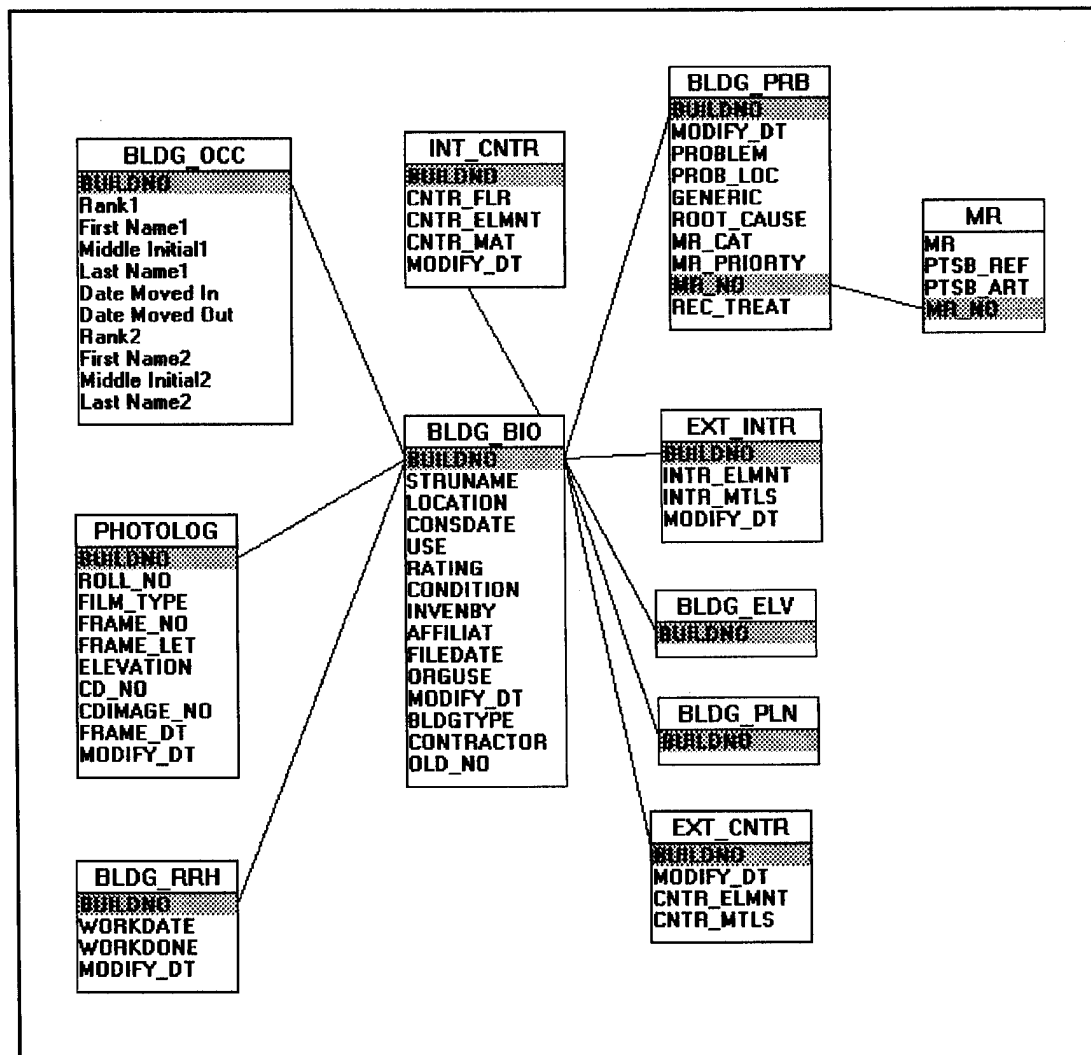


Figure 2. Overview and maintenance plan.

## 2 BAFB Historic District Management Boundary

A review of the district boundary as shown in the National Register of Historic Places indicated that the district could be more effectively managed if irregularities were eliminated and the boundary expanded. A new boundary was developed (see pull-out map, Figure 3.). This new boundary, called the Historic District Management Boundary (HDMB), predominately follows the street layout of the base, digressing to fit the hangars along the flight line and at the northern end where a clear separation from contributing and non-contributing structures occurs. The following modifications were made.

1. The North Gate (#5048), although non-contributing, creates a distinct edge to the district as well as to the base. Therefore it is used as the northern-most boundary to the historic district.
2. The HDMB follows along Bossier Road, Shreveport Road, around the West Gate, and back along Rickenbacker Avenue. This extends the original boundary of the historic district near the officer's housing, leaving the green space in between open for development. However, control of this green space will now be under the Cultural Resource Manager's jurisdiction. The existing radial plan and housing layout can be respected and expanded, compatibly adapting to the present historic district.
3. Building #4162 is now included within the district and #4186 is taken out. The HDMB follows these changes along Rickenbacker Avenue.
4. In creating a clearer boundary, the HDMB eliminates the "islands" of non-contributing buildings that existed with the former boundary. These buildings are now documented as being within the district, but non-contributing.

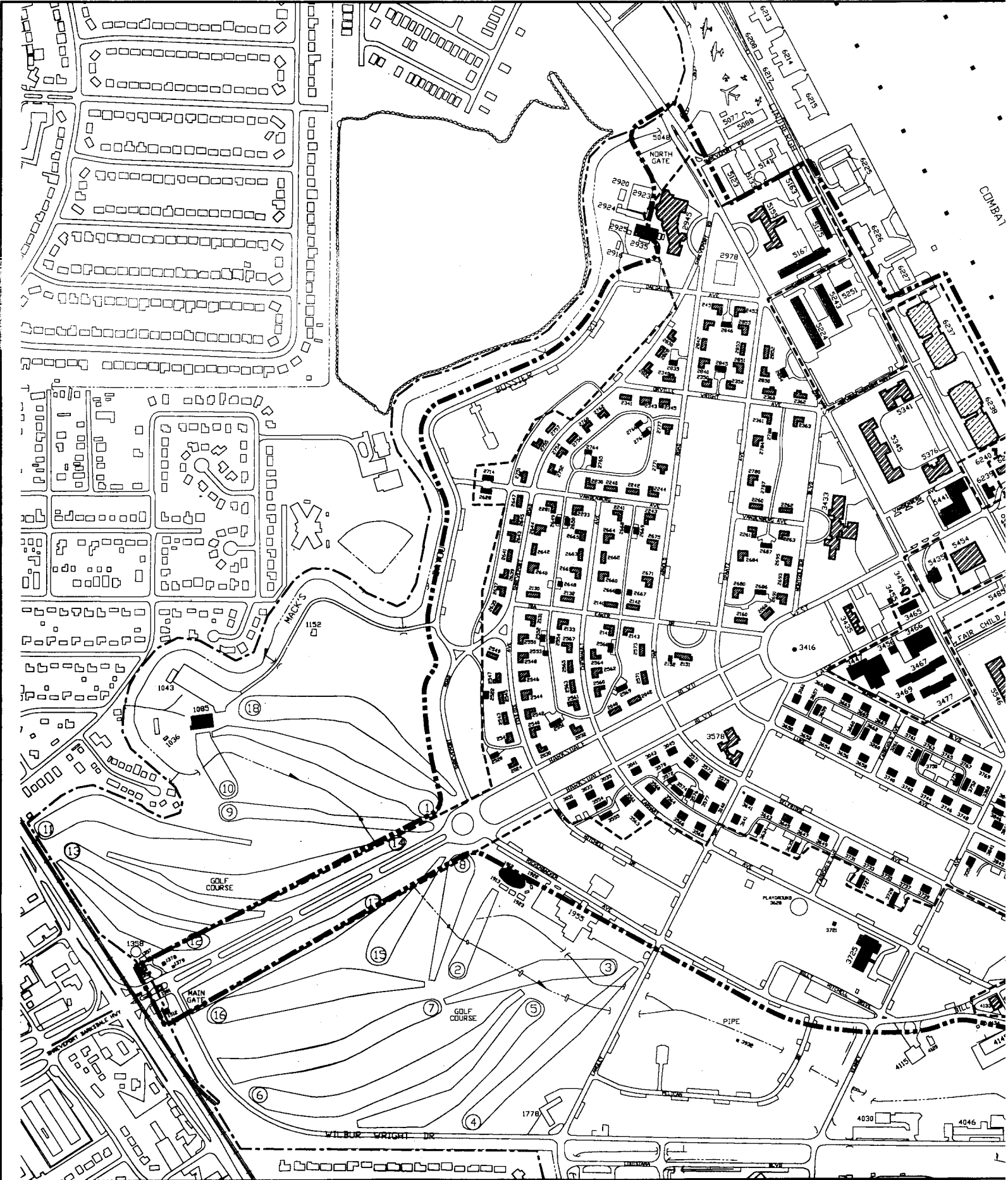


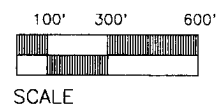
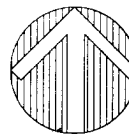
Figure 3. New district boundaries.



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### Legend



Officer Housing



NCO Housing



## Housing Garages



## Hangars



## Support Buildings



Non-contributing



Historic District  
Management Boundary



**National Register  
Historic District Boundary**



Base Fence Line

BARKSDALE  
AIR FORCE  
BASE, LA  
HISTORIC DISTRICT

DECEMBER 1, 1994

### **3 Barksdale Air Force Base History 1930-1994**

#### **Introduction**

Barksdale Air Force Base was once the world's largest air base and one of four military installations in Louisiana. This 26,886-acre, 34-square mile base is located in northwest Louisiana, in Bossier Parish, about 2 miles east of Shreveport, LA. The base has a westward orientation, with the main gate located on Louisiana Highway 71, which forms the western boundary of the base. U.S. Interstate 20 is the northern boundary. About 14 percent (3,057 acres or 6 square miles) of the installation has been developed to accommodate urban activities; the remaining acreage is currently maintained as woodlands. The land surrounding the installation is a mix of residential and commercial uses (Comprehensive Plan, p. 1-1). The installation opened as Barksdale Field on February 2, 1933.

Barksdale is noteworthy in aviation history for its pioneering efforts in all forms of military transport and flight. It has housed many different bombardment groups, Air Force divisions, and flight schools. The base rose to prominence during the Cold War, becoming a Strategic Air Command (SAC) Base. Over time, its historic importance was noted. In 1992, the oldest part of the base, including the officer housing area, was placed on the National Register of Historic Places. A historic district was created to preserve the landscape and architectural heritage that are part of the backdrop to aviation history.

The BAFB historic district is significant as a good example of a 20th century planned community. It contains the largest collection of French Colonial buildings in northwest Louisiana, laid out on a radial street plan that is unique to the region. In addition, it has been home to many individuals significant in both aviation and U.S. military history.

#### **Prehistory**

The northwest corner of Louisiana was home to Native Americans known as the Caddo. Probable sites of remains of Caddoan peoples, their homes, and materials are located on base grounds. The Caddo Indians were first recorded in the Red River

Valley of Louisiana by DeSoto in 1540-41. They were an advanced group of people who were farmers, gatherers, and hunters. Their principal crop was corn; fruits and berries were gathered in the woods; deer was their principal meat. The Caddo Indians were best known for their pottery, but today Louisiana place names are all that remain of these Native Americans.

Pressing expansion of settlers from the eastern seaboard eventually caused the Caddo to cede their lands to the United States and moved westward. Even before the Caddo officially vacated their land, Bossier Parish was established in 1843. Most of the parish settlers were Anglo-Saxon Protestants migrating from the southeast to the recently opened fertile lands to the west. The majority of the families that settled in this area established small farms, though some large plantations gradually developed along the Red River. Numerous small towns linked by the Red River, and later the railroad, developed to serve the needs of the landowners. Bossier City was similar to the other communities in Bossier Parish until the arrival of Barksdale Field in 1933. Today, Bossier Parish is home to several military-related industries and a large service industry. Though the Parish remains largely rural with low density development, Bossier City is urban.

Directly across the Red River from Bossier City is the city of Shreveport, the parish seat of Caddo Parish. Shreveport (Shreve's Port) was incorporated in 1839 by Captain Henry Miller Shreve just 3 years after the clearing of a Red River log jam known as the Great Raft. Shreveport has prospered as a regional trading center for shipping cargo by river, rail, truck, and air. Agriculture, lumber, and the development of the oil and gas industry dominated the economy of the late 19th and early 20th centuries. In the 1920s, Shreveport's enterprising citizens appealed to the United States Congress for an airfield in the Shreveport area. The site selected for the airfield was across the river in Bossier Parish on farm land dominated by the L.R. Kirby cotton plantation (Barksdale Air Force Base, LA, Forty-Fifth Anniversary Review, pp 12-13).

## **Early Development of Barksdale AFB**

The idea of locating the Air Force's Third Wing at Barksdale Field is credited to Conway Allen, of Shreveport. Mr. Allen, an Air Service Reserve Officer, launched this effort in 1924 by persuading other officers stationed in the area to support the idea of establishing an air field in Shreveport. He spent much of his own time and money to make this dream come true. Initially, the Chief of Air Services rewarded their efforts with an inactive unit, promising to make the unit active when the city could provide an airdrome. In response, a committee within the Shreveport Chamber of Commerce was formed to further this purpose. In 1925, as a committee member, Mr. Allen

learned that under the 5-year expansion program, the Air Service was contemplating enlarging the Third Attack Group and relocating it from Fort Crockett at Galveston, TX, to another area. This enlargement would allow the unit to be designated as an attack wing. With this opportunity present, Allen went to Washington in 1927 with Colonel Spurlock, the committee chairman, to make a bid for the Third Wing at Shreveport.

Upon arriving in Washington, Allen and Spurlock realized that 80 other cities had the same idea and were also submitting bids. Some of these cities were offering to pay large sums of money to have the Group relocated to their town. After Allen and Spurlock made their case to General Mason M. Patrick, investigative teams were sent to the most promising sites: Montgomery, AL, Fort Worth, TX; and Shreveport, LA.

The initial proposed site at Shreveport was located close to Cross Lake just north of the city. After further investigation, this tract was reported as undesirable due to heavy forests in the area that might have proven to be dangerous for low flying aircraft. Fortunately a second site known as the Free State Plantation across the Red River in Bossier Parish was found and proposed. A delegation from Shreveport then embarked on a series of trips to Washington, DC. In December 1928, Shreveport learned that the site at Bossier Parish was finally approved over the other contenders.

The property that was to become Barksdale Field consisted of 22,000 acres of land donated to the U.S. Government by the City of Shreveport. To acquire this property, Shreveport issued a municipal bond totaling more than \$1,650,000 on May 14, 1929. The acquisition, which required obtaining 128 separate tracts of land from 800 individual owners, was cumbersome from both a legal and logistic standpoint and took many months. On November 18, 1930 the Secretary of War formally accepted the land for the future site of Barksdale Field (History of Barksdale Field, December 1941, p 4).

## **Aviation History**

The history of military aviation goes back nearly 300 years to a time when balloons played a supportive role in ground and naval campaigns. Though the tactical advantages of an aerial view of ground movement was recognized by the military, both the military and the government were slow to respond. In 1903, the invention of the airplane by Orville and Wilbur Wright was the beginning of a new era in transportation. The airplane would eventually enable human and material resources to span great distances very quickly. Because of this invention and increased world interest in aeronautic applications, the United States created an Aeronautical Division in 1907.

On the eve of World War I, the United States War Department had 26 qualified pilots and 55 airplanes (Mason 1976).

Although powered flight was an American invention, other countries quickly realized the military advantages available to a country with a flying force. After WW I, only a few people in the United States realized these advantages as well. In the years following the war, this group of enthusiasts convinced military and political leaders of the need for a strong and separate United States Air Force.

### **History of the Third General Headquarters Air Force**

As a result of the great debates following WW I, Congress passed the Air Corp Act of 1926, which outlined a 5-year Army Air Corp expansion program. A major component of this program was the expansion of the Third Wing to increase U.S. military operations along the Nation's southern border. Bases created under this plan included Maxwell in Montgomery, AL; Kelly in San Antonio, TX; Hamilton in CA; and Barksdale Air Force Base in Bossier Parish, LA. The physical capacity of Langley Field, VA, also increased under the Third Wing expansion program (Interview, Buck Rigg, July 1994). In addition, the plan approved the reorganization of the Air Service into the Air Corp and authorized the purchase of 1800 planes to be maintained by 1650 officers and 25,000 enlisted men. Under this plan, the bases were realized through public/private partnerships but the predicted or desired levels of equipment and human resources were not achieved. The plan provided for one Bomb Wing on the west coast, one on the east coast, a Pursuit Group on the northern border, and an Attack Group on the southern border. It was planned that Shreveport's Attack Wing would have 200 officers and 1336 enlisted men. This would make the wing at Shreveport one of the largest in the Air Corps (Interview, Buck Rigg, July 1994).

### **The Building of Barksdale**

Construction on Barksdale Field began in 1931. Initially, small contracts were negotiated with local planters, contractors, and farmers to grade, plow, and harrow the land and then plant it with Bermuda grass. This project involved over 1400 acres and was headed by a local farmer who knew the land conditions.

It wasn't until March of 1931 that Congress finally passed the bill funding the construction of buildings at Barksdale. Upon funding acceptance, hundreds of men were immediately at work under a \$2,650,000 appropriation. These funds were to cover all construction to November of that year.

Even in 1931, the Army's construction policy was that buildings in a locality should be adapted to that area. In keeping with this policy, architect Captain George E. Lamb (who had been the constructing quartermaster for New York City and that area's military posts) and the Construction Division of the Quartermaster Corps consulted with the Chief of Air Corps and decided that the base layout was to be modeled after an open axial, Beaux-Arts radial pattern. Based on the architect's travels in the South, the buildings should be of French Colonial design. Typical French features adapted to the buildings, including the use of quoins, hip roofs with openings, French doors, vaulted dormer windows, polygonal metal hoods over porches, decorative panels of wrought iron, and clay tile roofs. There is also one mansard roof (the Officers Club), one tower (the chapel) and one chateau-like turret (the fire station).

Base plans for Barksdale prepared by Captain Lamb were followed for the initial construction of quarters for 200 Officers, barracks for 1500 enlisted men, an administration building, a gymnasium, a YMCA building and a church, among others. In addition, an airfield and hangars for more than 100 airplanes were constructed (History of Barksdale Field, June 1937, pp 5-9). Simultaneously, Shreveport initiated preliminary plans for a municipal airport.

The first buildings to go up under contract in March 1931 were a warehouse, a garage, and maintenance shops, at a cost of \$84,802. Shortly after, contracts were let for housing for the families of 65 noncommissioned officers, followed by contracts for three barracks, each to have a capacity for 700 men (History of Barksdale Field, June 1937, pp 6-7). A contract was then awarded for 42 company grade officer quarters each equipped with a central heating system, an air purifying system, and gas refrigerators (History of Barksdale Field, June 1937, p 7). The base housing was constructed of materials that made them fireproof and earthquake resistant. Ordinary houses can't compare to them.

Subsequent contracts negotiated were bids for support buildings including an incinerator, fire station, headquarters building, gymnasium, hospital, hangars, barracks, and for gravel roads and walks, garages, a flagpole, and steel standpipe. Most of these contracts were awarded to local labor between 1931 and 1932, except during peak construction time in the summer of 1931 when more labor was needed (History of Barksdale Field, June 1937, pp 7-9).

To complement the French Colonial design of Barksdale's buildings, base layout, and the area's natural environment, the Army assigned two engineers to the project of landscaping Barksdale Field. This assignment went to Captain Norfleet G. Bone, landscape engineer, and his assistant, Mr. Hugh K. Harris, landscape architect. Mr. Bone described the rising buildings in Barksdale as "resembling a little French village"

and he acknowledged that the provincial type architecture was appropriate. As construction was winding down, the landscaping activities began in earnest (The Service News, Vol 1, No. 1, pp 37, 45). In a 1933 letter to Caroline Dorman, the well-known Louisiana naturalist, Mr. Bone stated that the landscape plans for the base called for live oaks along Barksdale Boulevard. His letter states: "Other streets are being planted almost entirely with trees found growing native on the reservation, such as: Red Oak, Water Oak, Willow Oak, Black Gum, and Sweet Gum." Smaller ornamental trees and shrubs listed by Mr. Bone included: Redbud, Dogwood, Mayhaw, Jasmines, Youpons, Pyracanthas, Eleagnus, Albelia, Nandina, Ligustrums, and Junipers (Letter from Norfleet Bone to Caroline Dorman 10 January 1933).

Although the major period of construction was between 1931 and 1933, several planned facilities were not completed until later. The hangars at the north end of the field, the Bachelor Officer Quarters and the Officer's Club were not completed until 1935. The enlisted men's swimming pool was constructed with a Work Progress Act (WPA) allotment in 1937. The WPA was passed during the Great Depression years to provide work for the unemployed. A second appropriation in 1938 resulted in the construction of a new chapel (History of Barksdale Field, December 1941, pp 8, 10, 12). Despite their delayed construction, each of these facilities were of French Colonial design and built to fit the radial plan.

On February 2, 1933 the base was dedicated as Barksdale Field in honor of Lieutenant Eugene Hoy Barksdale. He was a pioneering, heroic airman who served as a pilot in the British Royal Flying Corps and in the American Expeditionary Forces, and after as a test pilot for the United States Air Corp. He died August 11, 1926 as a result of injuries sustained while testing an airplane (Barksdale Field History, December 1941, pp 1-2).

## **The 1930s and the World War II Era**

In the 1930s, the people of Shreveport and Bossier Parish were excited about the building of Barksdale Field. While other communities were suffering from the Great Depression, the Shreveport-Bossier area benefitted from base construction. Many individuals were able to find employment as construction workers or as new recruits on the base. And many local businesses supplied goods and services for construction projects and incoming base personnel.

The 1926 Air Corps Act allowed for the expansion of the Third Attack Wing, which included the 20th Pursuit Group and the Third Attack Group, thereby making the establishment of a new air field to take on the expanded force. On October 31, 1932,

the 200-member 20th Pursuit Group and component units arrived at Barksdale Field. The Third Attack Group and its component units arrived in February 1935 (History of Barksdale Field, 1937, pp 9, 16-17). Barksdale Field now had a complete tactical wing and would serve as headquarters to the Third Attack Wing. Its mission was to serve as a training base for combat groups and air service units. By 1937, the base population had risen to 1768 while on the eve of WW II, the population had grown to approximately 5000 (History of Barksdale Field, 1937, p 20).

In the midst of all the construction and the build-up of troops at Barksdale, disturbing military developments were starting to take shape in Europe and Asia. As a result of Air Corp pressure and Germany's military build-up, President Roosevelt addressed Congress on January 12, 1939 on the inadequacies of the Air Corps. He called for a \$300 million appropriation for both additional aircraft and increased manpower. Rumors of Germany's military build-up and plans to invade Europe were soon a reality. On September 3, 1939, Adolf Hitler ushered in WW II by declaring war against Poland.

On the eve of the war, the General Headquarters of the Air Force possessed only a dozen B-17s and the experimental B-15. With the threat of involvement in the ensuing war in Europe, Congress appropriated \$6.5 billion for aircraft production and Air Corp expansion. In addition, Congress adopted a policy of developing an offensive air power. On June 20, 1941, the Army Air Forces was organized and was superior to the Air Corps. The General Headquarters Air Force was succeeded by Air Force Combat Command taking on the crew and unit training that General Headquarters of the Air Force did. Also at this time the Army initiated an active recruitment program that, for the first time in history, included women. On December 7, 1941, Japan attacked Pearl Harbor and the United States entered WW II (United States Air Force, pp 128-129).

In 1942, the U.S. Air Corp began actively recruiting and within a short time Barksdale's population more than doubled. Barksdale was transformed into the Southeast Air Corps Training Center, and the Third Attack Group was redesignated the Third Bombardment Group and moved to Savannah, Georgia. These changes necessitated the construction of temporary housing such as "Tent City," large tents with hundreds of cots, and "Splinter City," somewhat more permanent frame construction barracks. Other construction included a new Quartermaster warehouse, the building of a runway apron, and additional improvements to the airfield.

Under its new mission as the Southeast Air Corps Training Center, Barksdale would see thousands of new recruits and volunteers. Specialized training available at Barksdale included: navigation; single-engine, twin-engine and bomber piloting;

aircraft maintenance; bombsight specialist; bombing trainer specialist; link trainer specialist; administration; recording clerk; statistical specialist; and other military jobs.

Both Barksdale and the Nation were trying to meet the demands of war. In January 1942, the twelve schools were relocated to other posts. Barksdale passed to the jurisdiction of the Third Air Force whose mission was to activate and train bombardment groups for combat using the A-20 and B-24 planes. In August, 1942, Barksdale's mission changed and it became a Replacement Training Unit for B-26 bomber crews. To meet the physical needs of the B-26 bomber, new concrete runways and taxiways were built and general improvements to the landing field were carried out. Plans were also underway for the construction of four celestial navigation buildings. These buildings were completed in April of 1943 (The History of Barksdale Field, Section II, 7 December 1941 to 30 April 1944, pp 4, 15-17).

The top B-24 units of WW II, the 44th, 90th, 93rd, and 98th bomb groups formed and trained at Barksdale. The 90th saw action in the Pacific with the 44th, 93rd, and 98th performing their first missions on the oil refineries at Ploesti, Romania, earning the groups several Medals of Honor, including one to Shreveport's own Col. John R. "Killer" Kane.

The pressure of war-time activity was taking its toll on the country. In an effort to relieve the pressure on base personnel and increase community involvement in the war, Colonel Wright, the Base Commander, increased recreational and leisure activities to boost cooperation between the local community and the base. Some of these activities included military and civilian officers cooperation on local security concerns and organization of a speakers bureau to represent Barksdale at community events to boost military and community moral. A base Victory Garden was planted, the Army's largest garden with a total of 250 acres, and individual gardens were planted by base families and families in the community to assist in the war effort by supplementing diminishing food rations. Scrap drives and War Loan drives were joint efforts by the base and the community. Barksdale built transient crew lounges and a Red Cross Canteen that was staffed by volunteers from the Shreveport community. In addition, convalescent patients at Barksdale made wooden toys for children at the Charity Hospital in Shreveport and the base Officer's Wives Club contributed 1000 toys (The History of Barksdale Field, Section II, 7 December 1941 to 30 April 1944, pp 16-19).

Support groups and organizations have always played a major role in helping communities and families adjust in the aftermath of natural disasters or personal misfortune and during war while fathers and husbands are away. Since its inception,

Barksdale and its employees have worked closely with the local community and the Red Cross to help those in need. Since WW II, Barksdale has teamed up with the Red Cross on numerous projects. The two most significant events were the Kansas Flood in the 1950s and Hurricane Betsy in 1965. In response to both disasters, Barksdale crews were dispatched to fly relief supplies to victims. These supplies were donated by Barksdale personnel and the Shreveport-Bossier community (Barksdale Forty-Fifth Anniversary, p 44).

At Barksdale, the Officer's Wives club, retired servicemen's organizations, and Family Services were the principal providers of goods and services for families in need. In 1951, Family Services became an official function of the Air Force. This office provides housing information and assists families with their relocation to Barksdale. Together with the Officer's Wives Club and the retired servicemen's organizations, they share the responsibility for the well-being of the base family by organizing social activities and youth activities, and by providing moral support, goods and services, and financial assistance to families. These services have historically extended beyond base personnel and residents. Today, with the threat of war diminished, officer's wives and retired personnel offer support to families who are threatened with unemployment due to military downsizing (Interview, Patty Phillips, July 1994).

During WW II, the Air Force, in cooperation with base commanders, organized recreational, social, and educational programs to relieve the stress of war. Some of the programs initiated to boost employee moral included weekly dances, concerts, G.I. revues, USO shows, night classes at local colleges, and foreign language courses on base. The highlight of these programs at Barksdale was notably the Bob Hope Show in April 1943. This event, however, was not the most talked about event of the year. Also in 1943, the first Women's Army Corp personnel (WACs) arrived at Barksdale. This arrival permitted adjustments in the workplace that enabled the military to place more men on the front line. The Air Corps trained women for jobs traditionally held by men such as secretary, aircraft maintenance technician, and ferry pilot. Though women have participated in warfare one way or another throughout history, the recruitment of women for active duty was seen by many as a radical move on the part of the United States Army, although an accepted move, as war often requires radical measures (Women, Militarism, & War, p 107). This labor pool was essential to the maintenance of operations as more males were being sent to the front line of battle.

The manpower shortages in the military during WW II that necessitated the recruitment of women, also required their greater participation in the civilian workplace. This labor pool was crucial to maintaining production levels needed to meet the demands of the war. While many of these women joined the military or

worked in local industry as part of their civic duty, some saw this as an opportunity for personal independence.

After the war, many WACs, like their male counterparts, returned to civilian life. Those that remained faced the question of the future role of women in the armed forces and more specifically their role in the Air Force. On June 12, 1948, President Truman signed the Women's Armed Services Act, which finally ended a bitter debate and established a permanent place for women in the armed forces (Women in the Military, p 113). Women had won their right to employment in the armed services though the debate continues over whether women should be trained for combat positions.

The war also demanded the greater integration of African-Americans into the military. African-American servicemen, like women, had historically been associated with the military in roles of support and servitude. Unlike women, they had been a part of the base personnel at Barksdale since its inception in positions such as cook, custodian, and day laborer. Many of the same arguments used against women were used against the integration of African-Americans into roles other than those commonly associated with their ethnic heritage. The major difference between the two groups was that after women were on active duty, they were not socially segregated from the rest of the work force.

During WW I and WW II, the military, and specifically the Air Corps, accepted and trained African-American troops in segregated units. The majority of African-Americans stationed at Barksdale were laborers and during WW II as custodians of the Chemical Training Center's training aids. Within these segregated units, some of these individuals went on to become officers. But rank was difficult to achieve as African-American troops were not often deployed on strategic missions from which they might earn recognition for their military contributions. In the latter years of WW II, the shortage of "white" males required the use of "black" males in battle. Blacks, though segregated, fought equally. The numbers in combat were small because the ratio of blacks to whites was small. Proportionally the blacks fought as much as the whites. Prior to this time, the black troops were used in support roles behind the lines of fire. Due to their new combat deployment, black units found themselves fighting side by side with white units. After WW II, black troops and some of the white officers who commanded them, opened national debates over the role of blacks in the Air Force. As with women, the debates culminated in 1948. President Truman's Executive Orders 9980 and 9981 of July 1948, dealt with equality in civil service and the armed services. Although the Air Force officially integrated in May 1949, full national desegregation was still a long way off (The Air Force Integrates 1945-1964, p 108).

Integration of women and African-Americans into the armed forces was both a political move for Truman and a practical move for the military. The integration of the Air Force preceded other military services and led the way for national integration, however, it did not end unequal treatment to African-American personnel by all Air Force personnel and by the communities in which the bases were located.

Today people of all races, colors, creeds, and gender work side by side in the military, but social and recreational facilities and living quarters on base are still traditionally segregated by military rank. Segregation based on rank has historically been a part of military policy. Though a little more lax than in the past, fraternization is still discouraged. The officer and noncommissioned officer base housing in the historic district is segregated. Barksdale Boulevard, the axis of the radial plan, serves as the dividing line between Officer and noncommissioned (NCO) quarters.

Organizationally, in 1943, Barksdale became home to the Second Air Support Command Headquarters. To support its new mission, several new training centers such as the Air Force Military Police Training Center to train guard squadron students, the Army Air Force Chemical Training Center to train students in the use and handling of chemical warfare, and the Third Tactical Air Command were relocated to Barksdale.

The additional training centers and continued recruitment resulted in a substantial increase in base personnel. By the end of 1944, the base population had grown to approximately 12,000 including 10,000 military personnel and 2000 civilians (The History of Barksdale Field, Section II, 7 December 1941 to 30 April 1944, p 26). This population included French crewmen stationed at Barksdale to learn maintenance procedures and piloting of the B-26 bomber. To meet the needs of base personnel and equipment, base expansion continued. A new runway, additional housing, a mess hall, storage, administration buildings, training buildings, a bus station, and recreational facilities were built.

A major event at Barksdale in 1945 was the arrival of the B-29 bomber. Its arrival elevated the base mission from training medium bombardment crews to training heavy bombardment crews. Construction to improve the runways and build additional hangar space to house the B-29 began immediately and construction on the airfield would continue to upgrade the base for heavy bombardment.

The war in Germany ended in May 1945. One of the main legacies of the war was summed up by Herbert Mason, "If there was a lesson learned from the use of American concepts of the application of air power in modern war, it was that air power cannot win a war, but a war cannot be won without it" (The United States Air Force, p 187).

It was the use of the B-29 to drop atomic bombs on Hiroshima on August 6, and Nagasaki on August 9, 1945 that brought a swift close to the war with the Japanese. On September 2, 1945, Japan surrendered bringing WW II to a close.

## Post War Changes

World War II was the proving ground of the need for a strong and independent air fighting force. On July 26, 1947 Congress signed the National Security Act, creating the United States Air Force and bringing to a close the Air Corp's 30-year struggle for independence (The United States Air Force, p 208). Barksdale Field was dedicated Barksdale Air Force Base on January 13, 1948.

Internationally, America emerged from WW II as a super power and Americans realized that the United States could not continue to subscribe to isolationism. In July 1945, the United States joined the United Nations. During the surrender negotiations with Germany and Japan, Soviet Union demands impeded the process, leading Americans to believe that they faced a new enemy in Europe. International and national attention then turned toward Russia and stopping the spread of communism, the "Red Menace."

In response to lessons learned in battle, the concern over the spread of communism, and the creation of the Air Force, numerous organizational changes occurred at Barksdale. At the end of 1945, 10 years after its creation, the Third Tactical Air Command moved to Briggs Field in El Paso, TX. Control of Barksdale Field transferred to the Flying Training Command. This new mission included an Instrument Instructor's School, a Pilot Instructor's School, a standardization board, and the only Air Force Twin-Engine Pilot Training School (Barksdale 45th Anniversary, p 34). Recruits for these schools came from all over the country and were assigned to a training school based on the registration screening process. After graduation, students were dispersed internationally to other Air Force bases.

After 9 years as one of the Air Corp's (Air Force's) premier training centers and Headquarters for the Air Training Command, Barksdale AFB transferred to the command of the Strategic Air Command (SAC) in October 1949. SAC's mission was to develop an airborne capability that would provide the United States with long range striking power. To produce this power, SAC developed training programs designed to create independent fighting units and teach aerial refueling techniques. These techniques gave the Air Force unprecedented global flexibility. The newly activated Second Air Force was assigned to support SAC as the intelligence gathering arm or as the "Eyes of the Air Force" (Barksdale 45th Anniversary, p 40).

The change of command coupled with the national trend of military downsizing, resulted in thousands of people coming to and departing from Barksdale. These changes affected employee morale and caused concern in the community. The new administration, under Base Commander Colonel Victor H. Strahm, initiated airborne attack demonstrations, dances, and other social events, and hosted public meetings to acquaint the community with the base's new mission. In addition, Col. Strahm worked with the area's local newspapers to keep the surrounding community aware of the changing activities at Barksdale.

Along with these changes at Barksdale, the end of the war caused socioeconomic changes in the local community. When the military began discharging personnel from active duty, many servicemen, who came from all over the country, decided to remain in the Shreveport-Bossier area. This affected the local economy and resulted in an immediate need for housing. While this need eventually was met through the construction of new housing throughout the Shreveport-Bossier area, those neighborhoods surrounding the base were gradually constructed between the 1950s and 1970s.

In the midst of all this activity, the newly created independent United States Air Force was monitoring Soviet activities. The reliability of intelligence information gathered by the Second Air Force during international reconnaissance missions and the global flexibility of SAC trained squadrons were soon to be tested.

## **The Cold War Era**

By 1950, the growing tension between democratic and communist ideologies erupted into the Korean Conflict. As was the case with WW II, the Korean Conflict brought about reorganization and program expansion to Barksdale. This period saw the departure and arrival of numerous squadrons, wings, and divisions and began a period of expanded experimentation with the development of atomic weaponry and chemical warfare. Perhaps the most significant event was the reorganization of SAC. On April 1, 1950, General Lemay, SAC's Commander in Chief, announced a plan under which all SAC bases in the central United States came under the control of the Second Air Force. To provide an immediate supply of atomic weaponry for the Second Air Force, the Defense Atomic Supply unit was built at Barksdale. Bossier Base, as the Defense Atomic Supply unit was known, was built in 1951 on the east side of Barksdale. This "base within a base" closed on January 1, 1970 and the area it occupied has become known as Barksdale East.

This period of weaponry development also produced the B-52 bomber, the Atlas Intercontinental Ballistic Missile (ICBM), and the Minuteman Missile. The B-52

bomber and the KC-135 refueling tanker aircraft entered the SAC inventory in 1955 and the ICBM was introduced in 1961 (Barksdale 45th Anniversary, p 40). The development of the ICBM was in response to concerns about the Cold War. To mark its introduction, a demilitarized ICBM missile was placed in the traffic circle near the main entrance to the base. When the Minuteman missile became an asset managed by Headquarters Second Air Force, it replaced the Atlas as the base identifier. Today the traffic circle is empty; however, there are plans to erect a statue of Lieutenant Eugene Hoy Barksdale, the individual for whom the base is named (Interview, Buck Rigg, July 1994).

In addition to the construction of the B-52 hangar in the 1950s, Barksdale initiated a housing construction program to replace the Tent City and Splinter City housing of WW II. The Wherry housing construction projects of 1952 and 1959 resulted in the construction of 602 units; 167 Officer and 435 NCO homes. These units were located in the green space in and around the historic district. During this time, another pinnacle event on base was the installation of air conditioning in base facilities. By the late 1960s all base facilities and housing were air conditioned. Personnel employed by the base at this time report that a tremendous increase in office productivity resulted from this improvement (Interviews, Celia May and Bernard Hawk). Also of local importance was the construction of the Kings Highway Bridge across the Red River. This bridge provided a direct link between Barksdale and Shreveport making the communities and their residents more accessible to each other. Before the bridge construction, the only vehicular access to Shreveport was over the Texas Street bridge to the north and west of the base.

Nationally, after 3 years of fighting, diplomatic negotiations ended the Korean Conflict in 1953. Unlike WW I and WW II, which ended in decisive victories over the enemy, fighting in Korea ended in a stalemate. The fact that the communists had proved their strength by achieving this stalemate increased American concerns about the "Red Menace" (The Military History of the United States, The Vietnam War, Vol 12, p 6).

In the decades following the Korean Conflict, the United States would attempt to contain communism by opposing Fidel Castro in Cuba, organizing and supporting NATO forces in Europe, and through military intervention in Vietnam. During the Cuban Missile Crisis, America's response to communism in "her own backyard," Barksdale personnel were placed on standby alert status. A newly constructed hardened alert facility for bomber crews on duty may have seen its first use during this crisis (Barksdale Forty-fifth Anniversary, p 45).

In 1962, the United States increased its involvement in the Vietnam War. As a result, Barksdale underwent a major base realignment between 1963 and 1965. This

realignment brought the Second Bombardment Wing to Barksdale and the deactivation and activation of numerous wings and squadrons stationed at the base. An unusual aspect of this realignment was that it did not result in the massive transfer of personnel or equipment. All personnel and equipment were absorbed by the Second Bombardment Wing (Barksdale Forty-fifth Anniversary, p 44). Not until 6 years after the increased involvement in the war were airmen from Barksdale sent to the front lines. On January 30, 1968, Barksdale's B-52 squadrons flew in "Arc Light," a bombing mission during the Tet Offensive designed to secure the provincial capital of Hue (Interview, Bernard Hawk). Barksdale's bombers and crews also participated in 1965 and 1972.

On the home front, in 1972, the U.S. Air Force initiated "Operation Bullet Shot." This operation was a major initiative to build up forces. As part of the initiative, Barksdale received the new B-52G planes and trained combat units for deployment to Southeast Asia, where they flew their first combat missions. Later in 1972, Barksdale deployed about 50 B-52G crews and KC-135s to operation "Linebacker II" (Barksdale Forty-Fifth Anniversary, p 45). This operation was the unrestricted bombing of targets in the Hanoi-Haiphong area in an attempt to persuade North Vietnam to agree to a cease-fire (The Military History of the United States, The Vietnam War, Vol 12, p 50). The Paris Peace Accord in 1973 ended the 1-year of active involvement of Barksdale personnel, 8 years of Air Force involvement, and 23 years of United States support to the Vietnam War.

The decade of the 1970s proved to be a peaceful time that enabled Barksdale and the community to foster the close working and social relationship established throughout their shared history. During this period several new initiatives were started; they remain an active part of the base's community commitment. Since 1971, the base has participated as host for youth enrolled in the Shreveport-Bossier Youth Services Incorporated Summer Camp. Barksdale was a principal organizer of the Helping Hands program, which organizes volunteers to help elderly citizens maintain their property. The base again joined forces with the local community when it offered on-base accommodations for HAP House (Handicapped are Productive), an organization whose members make and sell crafts. And a further example of the Barksdale and local community's association was the community donation of 50 American flags to the base. Today, these flags proudly line Barksdale Boulevard during special occasions (Barksdale Forty-Fifth Anniversary, pp 56-58).

In 1974, Barksdale was designated as the permanent home of the SAC annual Bombing Navigation Competitions. Initiated in the 1950s as part of SAC's Readiness Training Program, the competitions recognize well-trained, highly-skilled national and international bomb crews. This event serves as a cultural exchange for participants

and spectators. In popularity, the 1976 Bombing Navigation Competitions were second only to the visit of U.S. President Gerald Ford on April 27 that same year.

As with the Vietnam era alignment, Barksdale's realignment of December 1974 resulted in no transfer of personnel or equipment. On the last day of December, Headquarters Second Air Force was deactivated and Headquarters Eighth Air Force moved to Barksdale (Barksdale Forty-Fifth Anniversary, pp 46-48). For the first time since Barksdale's inception, major construction projects were initiated not because of war, but to provide better services for the base personnel. Construction in this period included a new base hospital, base exchange, dental clinic, religious education center, commissary, and a B-52 corrosion control work building (Barksdale Forty-fifth Anniversary, pp 48-49).

In the 1980s, the continued threat of Communism directed national attention to Grenada, a small island in the Caribbean. With Cuban and Soviet assistance, Grenada was building its military force. More importantly they were building an airport capable of handling the largest aircraft in the world. The United States intervened on October 22, 1983 after Cuban and Soviet forces led a massacre of democratic leaders in the Grenadan Government. This operation lasted 8 days during which Barksdale airmen were deployed in tanker support missions (The Military History of the United States, War in Peace, pp 84-100).

In addition to communism, the threat of terrorist activities, international drug trafficking, and control of the world's oil supply necessitated U.S. military intervention in Libya, Panama, and Iraq in the 1980s and 1990s. In April 1986, airmen from Barksdale's Second Bomb Wing were deployed to Libya in support of operation "El Dorado Canyon" in retaliation for Libya's support of terrorist activities (75th Anniversary - History of the 2D Wing, p 24). Later in the late 1980s, American and Panamanian relations deteriorated because of President Manuel Noriega's involvement in drug trafficking and his increasingly unscrupulous political tactics. The breaking point in the relationship came over the wrongful death of an American soldier. On December 20, 1989, the U.S. invaded Panama in operation "Just Cause" for the purpose of removing Noriega from office and bringing him to justice for his involvement in drug trafficking. Barksdale personnel were once again deployed for this duty (75th Anniversary - History of the 2D Wing, pp 6-7).

In the conflict over the control of the world's leading oil supply in the 1990s, Barksdale personnel were deployed to Saudi Arabia to support operations "Desert Shield" and "Desert Storm." Thousands of Barksdale airmen and area reservists were sent to the front line in KC-135 and KC-10 refueling tankers, and B-52 bombers. Operation "Desert Shield" was a defensive move intended to intimidate Saddam Hussein into

removing Iraqi troops from Kuwait, which he had invaded to secure more oil for Iraq and to raise the price of oil. Neither United Nations negotiations, "Desert Shield," nor an oil embargo were successful in resolving this situation. On January 17, 1991, the United Nations initiated operation "Desert Storm," the active use of force to remove Iraqi troops from Kuwait. In this operation, Barksdale's B-52 bombers launched the first missiles in a historic 35-hour mission that was also the largest air refueling operation in the history of aviation (Interview, Col. Randy Lauderback, July 1994).

After 40 years, the threat of communism and the Cold War had been virtually eliminated by the collapse of the Soviet Union in December 1991. On March 3, 1992, two Barksdale B-52 bombers and one KC-10 refueling tanker visited the former Soviet Union in the first ever visit by SAC offensive weapons. This event signaled the end of the Cold War for the United States and Barksdale Air Force Base. Later that year a Russian envoy visited Barksdale (Patty Phillips, July 1994).

In June 1992, the Strategic Air Command was disbanded and Barksdale was reorganized into the Air Combat Command. This reorganization did not significantly affect the lives and routine of Barksdale personnel. As with the two previous base realignments, all personnel and equipment remained in place.

The end of 1992 marked the end of the B-52G era. Once heralded as the greatest air defense weapon of its time, technological advances resulted in the development of its replacement, the B-52H Stratofortress ("Winds of change converge on Barksdale," *Shreveport Times*, 16, December 1992, sec A, p 17). It also marked the beginning of Barksdale's involvement in the Somalia Relief effort. Initially, the United States entered Somalia to provide military escorts for supply convoys to stop guerilla troops from stealing food supplies directed for the rural population. After securing the supply routes, the military turned its attention to the arrest of guerilla troops.

## **Barksdale at the Present**

The close of the Cold War diminished the threat of world war and the need for a large fighting force, resulting in the reorganization of the United States military. The 1990s has been characterized by marked reductions in personnel and installation closures. While numerous military installations have been closed, Barksdale has experienced increases in personnel and equipment. This is due in part to its strategic location, an active lobbying effort by local citizens, and the support of community officials.

In 1993, as an enhancement of its mission, Barksdale received the nation's first ever reserve bomber squadron and the Air Force's only B-52H combat crew training school

("Barksdale gains in shake-up," *Shreveport Times*, 13 March 93, Sec A, p 1). To accommodate the new B-52H, the military is currently spending \$23 million on ramp and runway improvements, a new fuel distribution system, and improvements and expansion of the transportation complex ("Barksdale flying high; 60th anniversary of Air Force Base changing for the future," *Shreveport Times*, 11 February 1993, Sec A, p 1).

Despite this recent expansion, the local business and civic leaders are concerned about possible downsizing or closure, which would have a disastrous effect on the local economy. The direct economic impact of Barksdale on the local community will exceed \$800 million in 1994 (Buck Rigg, July 1994). As the area's largest single employer, Barksdale contributes nearly \$1 billion in salaries, contracts, and sales tax revenues to the local economy each year ("Group's Mission: To boost Barksdale," *Shreveport Times*, 28 April 1994, Sec A, pp 1-2). In response to the threat of closure, the community organized "Barksdale Forward" for the purpose of lobbying Congress for the retention of the base. The result of this lobbying effort was Senate approval of a \$41.6 million allocation for Barksdale expansion and modernization in July 1994. Included in this expansion program are 12 munitions storage facilities that will hold up to 50,000 pounds of explosives, and replacement of runway aprons and the base fuel hydrant system. With increased storage capacity at the base, Barksdale will be known as the premiere B-52 base, hopefully ensuring its future ("Barksdale expansion funds clear first hurdle," *Shreveport Times*, 15 July 1994, Sec A, p 1).

Another primary issue affecting not only Barksdale but the entire world is the effect of human activity on the environment. Environmental awareness and protection have increasingly become a concern as we begin to understand the negative impact our actions can have on the earth. For its part, Barksdale has initiated several projects and programs that will help ensure the longevity of the natural and historic resources on the base. In 1988, 32 suspected hazardous waste sites were discovered. A 5-year cleanup plan was adopted, and since then, 10 sites have been investigated. Today, Barksdale is continuing environmental restoration efforts.

In a conservation effort, Barksdale has for the past 30 years carried out a forest management program. This program has resulted in several awards presented to Barksdale for its initiative and continuing efforts. In 1971, Barksdale received the General Thomas D. White award for conservation management. Greater recognition was forthcoming with the Secretary of Defense Natural Resources Conservation Award. This award recognized 3 years of conservation accomplishments (Barksdale Forty-fifth Anniversary, p 49). Today, plans are being formulated for a wetland game plan and survey of endangered species in Barksdale's 29 square miles of wilderness

("Barksdale readies for a busy new year," *Shreveport Times*, 2 January 1994, Sec A, p 12).

Barksdale Air Force Base, in cooperation with the State of Louisiana Department for Historic Preservation, nominated the Barksdale Historic District to the National Register of Historic Places in 1992. In 1993, Barksdale's Cultural Resources Management Program won several awards for their preservation accomplishments and efforts including; the Air Combat Command (ACC) Cultural Resources Management, the ACC Archeological Resources Management, the ACC Historic Building Preservation and the Air Force Historic Building Preservation awards. Included within the Barksdale Historic District are the originally planned 1930s housing and facilities located on the west side of the base. Historically, the caretakers of these older buildings have sensitively maintained them and their setting. Another result of the base's historic district being nationally listed will include restoration of the fire station, a historically significant building within the district. In addition, the base plans to adaptively reuse part of the transformer building (#1512) located at the west gate as a visitor's center.

In 1990, the Officer's Wives Club initiated a Holiday House Tour. In December, selected houses are decorated and opened to base employees and their guests. As part of the tour, a brief written history of each home is prepared by the club. This history includes the identity of the home's former occupants since the 1950s. This project has strengthened the sense of community among neighborhood residents while helping to raise awareness of the historic importance of these homes and their previous occupants (Interview, Patty Phillips). This project also has the potential to communicate the accomplishments of the people who once called Barksdale home.

The Wherry housing constructed in the 1950s to replace "Splinter" and "Tent" cities had been demolished by the end of the 1980s. At that time new dormitory buildings and duplex housing were constructed in the south service section and in the eastern portion of the base. Today, Barksdale's Civil Engineering staff is reviewing plans for new housing that will be constructed in the green space surrounding Barksdale's Historic District previously occupied by the Wherry housing.

The history of Barksdale Air Force Base has played a major role in military history in times of both peace and war. In recording the base history and the history of those wings, squadrons, and individuals that have contributed to the military history of the United States, Barksdale stands out. As a preeminent training center and striking force, Barksdale has sent thousands of well-prepared airmen and equipment to the front lines. As a neighbor, Barksdale and its employees have contributed generously to the Shreveport-Bossier community; a union that has produced a sense of shared

responsibility for the social and economic well-being of the greater community. Though Barksdale's historic preservation policy is relatively new, its principles in practice are not. As custodians, those individuals responsible for planning, building construction, and maintenance have been sensitive to the underlying principles of historic preservation. Barksdale's conservation efforts have been recognized nationally. The base conservation programs have preserved the natural characteristics of the landscape and its wildlife for the enjoyment of its personnel. Given Barksdale's history of progressive management and active community support since its inception, Barksdale will continue to be a valuable part of our defense system. In addition, Barksdale has been and will continue to be an important economic institution and good neighbor to the Shreveport-Bossier community.

### **Residents at Significant Addresses**

101 Hap Arnold	Fielder, Frederick, Col. While commander of the Second Command Wing, this was his residence from June 1985 to January 1986.
305 Hap Arnold	Dula, Brett M., Col. In December 1987, Dula was promoted to Brigadier General and selected as the SAC Inspector General. He resided at this address from February 1987 to January 1988.
201 Ira Eaker	Dougherty, Russell E., Lt. Gen. Promoted to four-star general, has held key post in Europe. Today, he is editor of the Air Force Magazine. Dougherty resided at this address from April 1971 to May 1972.
201 Ira Eaker	Jones, David C., Lt. Gen. While at Barksdale, Lt. Gen. Jones, Commander of the Second Air Force, resided at this address from August 1969 to April 1971. He was promoted to four-star general and went on to become the Air Force Chief of Staff and the Joint Chief of Staff.
201 Ira Eaker	McConnell, John P., General. McConnell became Air Force Chief of Staff. McConnell Air Force Base is named for him. He lived at this address from 1957 to 1961 while he was commander of the Second Air Force.

201 Ira Eaker	Ryan, John D., General (P). Ryan was the Commander of the Second Air Force in 1960 to 1961. He went on to become a four-star general and Joint Chief of Staff. Lt. General Ryan lived at this address from 1961-1963.
201 Ira Eaker	Wade, David, Lt. Gen. Wade Correctional Institute is named for him. While at Barksdale, Lt. Gen. Wade lived at this address from 1966-1969.
400 Ira Eaker	Chennault, Claire, General. Commander of the volunteer group "Flying Tigers" in WW II. While stationed at Barksdale in 1936 he lived at this address.
401 Ira Eaker	Harman, Millard F., Major. Harman was Barksdale's first Base Commander from 1932 to 1935. He was promoted to Lt. Col. in 1936, Col. in 1937, Brigadier General in 1940, and Lt. Gen. in 1943. He commanded the Army Air Forces in the Pacific during WW II.
304 Spaatz	Fortner, Larry D. Col., Second Bomb Wing. In May 1984 he was promoted to Brigadier General. He resided at this address from June 1983 to July 1984.

### Other Significant Historical Figures

Armstrong, Frank	Leader in WW II and commander of Second Bomb Wing.
Beaty, George	Sergeant. Local artist, employed by the Barksdale Chemical Training Center at Barksdale. Noted work includes oil painting of Base Commander, Col. William B. Wright Jr.
Brant, Gerald C.	Brigadier General. Former AAF commander in Newfoundland. The first Commander of the Third Wing, GHQ Air Force, 1935-1937.
Brereton, Lewis H.	Brigadier General, Base Executive Officer 1939 to 1940. He commanded the U.S. Air Forces in China, India, Burma, and the Middle East during WW II.

Costello, Vincent	Sergeant. Staff artist of weekly newspaper, 1942 to 1945. Sketched "Men of Barksdale," one of best known men on base.
Disosway, Gabriel P.	General. Lived at Barksdale from 1935 to 1938. Retired as Commander of USAF in Europe.
Doolittle, James H.	Brigadier General. First pilot to cross the United States in a single day. Headed the North African invasion and the Tokyo Raiders. For this mission he as awarded the Congressional Medal of Honor and promoted to brigadier general.
Eubank, William E. Jr.	Major General. Lived at Barksdale. Would go on to be known as "Mr. B-52" after delivering SAC's first bomber on June 29, 1955 to Castle AFB, CA.
Eaker, Ira	He handled the paper work in Washington, submitted by the Shreveport citizens committee for locating an air base in Shreveport.
Golrick, Robert, E. M.	Colonel.
Green, Walter O.	Sergeant. Local pen and ink artist, employed by the Barksdale Chemical Training Center.
Harris, Ed.	Lt. General. Commander of the HQ 8AF.
Kroger, Charles	PSC. A charcoal artist employed by the Barksdale Chemical Training Center.
Martin, Frederick L.	Brigadier General. Commanded the air defenses in Hawaii during WW II. Commander Third Wing, GHQ Air Force, 1937-1940.
Peabody, Hume	Brigadier General. Commander III Tactical Air Command.
Phillips, Charles T.	Colonel. Base Commander, 1940 to 1942.

Rader, Ira	Lieutenant Colonel. Commander, Third Attack Group, stationed at Barksdale 1936 to 1939. Distinguished himself as the best aerial gunner in the group. He enlivened his work by being one of the Air Corps' best story tellers.
Seymore, Thomas M.	Lt. Colonel. Directed the hundreds of B-26s, flown mostly by Barksdale trained crews, that bombed the coast on D-day.
Stewart, Jimmy	Did his reserve training at Barksdale in the 1950's on B-47s.
Vandenberg	Vandenberg Base is named for him.
Wright, William B. Jr.	Colonel, 1942.

## 4 Analysis of Base Comprehensive Plan

The Barksdale Air Force Base Comprehensive Plan was written in 1989 to provide direction for future growth and development. Current research included a review of the Plan to determine the impact of proposed building, demolition, and transportation projects in, or adjacent to the Barksdale Air Force Base Historic District. This district was listed on the National Register of Historic Places on April 13, 1993 by the State of Louisiana Department for Historic Preservation in cooperation with Barksdale Air Force Base (See Figure 4). At the time the Plan was written, consideration was not given to the presence of historic resources for, as the Plan states, "No historic or archaeological sites are recorded as being on base."

### Grounds

Overall, the Plan is sensitive to the area now known as the Barksdale Historic District. The defining features of this historic district are: buildings, the radial transportation plan, landscaping, sidewalks, street lamps and green spaces. One aspect of the Plan that has been completed is the demolition of Wherry housing. This housing was built in the 1950s in and around the historic district. Architecturally, the housing was void and its poor construction and high maintenance cost resulted in its eventual demolition. This demolition has improved the aesthetic quality of the historic district and has returned the original green space. The demolition of the Wherry housing on Vandenberg and Fairchild Avenues was followed by the closure of those streets between Hap Arnold Road and Spaatz Avenue, and Selfridge Avenue and Luke Avenue. This area is now a continuation of the parade ground, breaking the rhythm of the original radial plan. Therefore, it is recommended that these streets be opened and paved again.

### Housing

The loss of the 602 Wherry housing units resulted in a need for additional housing. The Base Civil Engineering staff are currently reviewing design alternatives for replacement housing. This housing will be built in the green space that now surrounds

the historic district. The construction of new housing in this area can have a positive effect on the neighborhood if architectural compatibility is achieved.

New construction should be of the same scale, massing, and materials as the existing buildings. The defining features of the existing buildings are steeply pitched hip roofs with clay tile roofing, shallow eaves, raised foundations, stucco walls, and the use of cast concrete, wrought iron, and painted aluminum and wood as trim materials. The building site plan should incorporate the same building setback and distance between individual buildings as found in the historic district. We also encourage the conservation of existing trees, the addition of compatible landscape materials, and adoption of a site plan that includes rear alleys and communal garages similar to the existing system.

## **Circulation**

The remaining proposed projects that will have an impact on the historic district are principally related to transportation. Recently, the increased level of automobile traffic in and around the base has necessitated a careful study of alternatives intended to eliminate safety hazards and facilitate the movement of traffic.

The Plan proposes the inward relocation of the West (Main) Gate. We do not support this proposal as it will result in the closing of Wilbur Wright Drive, the major traffic artery for the service areas, and require fencing along Barksdale Blvd. It will also place additional traffic on Rickenbacker between the neighborhood and the recreational facilities. Therefore, we encourage the retention of the West Gate in its current location.

Through discussions with staff, we learned that the Base plans to adaptively reuse building #1512 as a visitor's center. We support this decision and encourage the designation of the right hand traffic lane as a visitor's lane. To be effective, this alternative will require directional signs on both Highway 71 and Kings Highway.

Because of traffic concerns surrounding the North Gate area, we strongly support the proposed extension of Lindbergh Road and the construction of a new T.L. James Gate. It is our position that this will relieve traffic difficulties experienced at the North Gate and the intersections in it's vicinity. We found no evidence to support the realignment of the intersection at Hap Arnold Road and Daedalus or the intersection at Spaatz Avenue and Daedalus as these roads are closed to through traffic.

We do however, recognize the traffic hazard created by visitor access and egress from the Officers Club at the North Gate. We therefore suggest that access and egress to the Club be moved away from the gate to the intersection of Hap Arnold Rd and Davis Ave. To buffer this large expanse of paving and direct the visitor to the access, we suggest that the outside perimeter of the parking area be buffered with low shrubbery and ornamental trees.

For visitors seeking passes and for security convenience at the North Gate, we recommend that four to six parking spaces be maintained on the Davis side of the Officers Club parking lot.

In general the Barksdale Air Force Base Comprehensive Plan is sensitive to the historic fabric of the Base. Aspects of the Plan identified as having a negative effect on the historic district, such as moving the West Gate should be reconsidered. Future efforts should be directed toward the preservation of the radial plan, buildings, landscape materials and streetscapes that are the character defining features of the Barksdale Air Force Base Historic District.



Edwin W. Edwards  
Governor

Melinda Schwegmann  
Lieutenant Governor  
and Commissioner

State of Louisiana  
Department of Culture, Recreation and Tourism  
OFFICE OF CULTURAL DEVELOPMENT

Mark H. Hiltz  
Secretary

Gerri Hobdy  
Assistant Secretary

May 12, 1992

Colonel Earl A. Tonjes  
Commander  
Headquarters 2D Combat Support Group (SAC)  
Barksdale Air Force Base, Louisiana 71110-5000

Dear Colonel Tonjes:

I am pleased to inform you that on April 13, 1992

BARKSDALE FIELD HISTORIC DISTRICT  
Bossier City  
Bossier Parish

was officially entered into the National Register of Historic Places.  
Please accept our sincere congratulations upon receiving this honor.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gerri Hobdy".

Gerri Hobdy  
State Historic Preservation Officer

GH/bc

Enclosure

c: ✓ Barry McKinney, Real Estate Management Officer, Barksdale AFB  
Senior Airman Keith Strom, Barksdale AFB  
Public Affairs Office, Barksdale AFB

Jonathan Fricker, Director  
Division of Historic Preservation  
P.O. Box 44247 (1051 N. Third Street)  
Baton Rouge, LA 70804  
(504) 342-8180  
Fax: (504) 342-3207

Figure 4. National Register of Historic Places letter.

## 5 Inventory

### Recording the Elements

After analysis of the Base on the macro scale, the focus of the project was drawn to the scale of individual structures. Before an inventory could begin, all known background information was assembled for the structures in the district. This information includes basic information such as address, building type, date of construction, and use. In addition, a building description was written for each structure. All of this is combined on a Building Biography form that can be quickly referenced (see Figure 5).

The first step in the inventory was to develop comprehensive forms that could be used for the fieldwork. These forms consisted of Interior Inventory and Exterior Inventory as shown in Figures 6 and 7. The inventory forms list any historic elements found in the building, and where the elements were located. Elements were considered historic if they were original to the building. Only contributing interior elements were recorded; the non-contributing interior elements were not a concern of this inventory.

### Determining the Integrity of Spaces

Spaces within the buildings were rated to a degree of historic integrity. *Complete* integrity of a space means it has only minor intrusions; no future changes to the space are allowed. *Modified* integrity means that a space has had modifications; any further modifications must be reviewed by the Historic Preservation Officer. A space may have *Hidden* integrity if substantial modifications have taken place but the historic fabric is suspected to be hidden behind. If any hidden elements are found during modifications, a review of the property must be undertaken to update the degree of historic integrity. Spaces or elements with *Marginal* integrity have lost their historic integrity due to modifications that are not easily reversible.

Most kitchens and baths were remodeled and were considered having Modified integrity. In some areas, the original spaces were changed with the addition or removal of walls. This mostly occurred in kitchen/pantry areas. In some double NCO quarters, a hall was added to create four bedrooms out of what was originally three bedrooms. Most of the commercial buildings were extensively remodeled on the

interior to allow for new uses. As a result, these were considered having Marginal integrity. Appendix A contains a list of the buildings in the historic district by building type.

The integrity of spaces was recorded on a computer database on CAD-generated (Computer Aided Drawing) floor plans that appear on the Interior Inventory form (Figure 6). These plans were drawn from the historic plans and were modified to reflect the changes that had occurred. The Interior Inventory form also records historic interior elements that appear within the structure. The listing of historic elements with the rated spaces helps the Historic Preservation Officer make consistent maintenance decisions regarding the historic structures. Other related information that was added to the database includes each building's description and maintenance history. This information was determined through research into original plans and specifications as well as by examining the buildings.

### **Determining Compatibility**

An important part of the inventory process was to determine which building elements are original to a structure and thus historic. When an exterior element was found to be a replacement or addition, its compatibility with the existing historic fabric was then recorded (see the table in the right column of Figure 7). The compatibility of most building elements was determined quickly. Yet certain modifications were questionable, such as enclosed porches and replacement windows. Enclosed porches were especially troublesome, because they were enclosed almost immediately after the structures were built. The methods of enclosure differed, depending on the original porch construction. This variety of enclosures occurred mostly on the Officer housing. The NCO housing was uniformly enclosed with solid stucco walls. In determining compatibility, the Secretary of the Interior's Standards and Secretary of the Interior's Guidelines for Rehabilitation were followed concerning enclosed porches. (See Appendix B for the Standards.) If a porch no longer had openings or if the enclosure was irreversible, it was considered as having Marginal integrity. If some of the original elements were visible and the enclosure could be improved, it was considered as having Modified integrity.

Replacement windows was another area in which it was difficult to determine compatibility. Historic photos were examined and compared to the present fenestration. Many of the present windows closely resembled their predecessors in a contemporary material. Yet in cases where the configuration of lites had changed or where windows were added where they had not been previously, these were determined to be incompatible.

An element can be incompatible in an area with modified integrity, such as new windows in an enclosed porch. Therefore, an element's compatibility was recorded separately on the Exterior Inventory form. The Exterior Inventory form divides a building's elements into two categories: (1) Contributing Elements and (2) Additions & Replacements (see Figure 7). Both categories list an element's material; Additions & Replacements further records those elements' compatibility. Compatible and non-compatible elements for the exterior were recorded, so the noncompatible elements could be removed and compatible elements installed if repair was needed. It is crucial to preserve the building exteriors, for they comprise the integrity of the historic district.

Condition assessment was identified on a Problem Identification and Recommended Treatments form shown in Figure 8. The purpose of this form is to provide the Historic Preservation Officer with a list of needed repairs for a building. This form also provides a repair reference in the Preservation Technology Source Book depending on the type of problem. This reference provides information for repairing historic elements for workers who are not familiar with the special requirements. Supplementing this contemporary repair list is a history of the rehabilitations and repairs done to the building. The Rehabilitation and Repair History form (Figure 9), is a living document, in which completed rehabilitation and repair activities will be entered. This has been done for every building up to date, but the data should be continuously updated by the Historic Preservation Officer. This history will show when repairs were made in certain areas and will help predict when repairs will be needed in the future. The Exterior Inventory and Interior Inventory forms should be referred to before any maintenance and remodeling is done to assure that the historic elements listed are retained.

All of the information described above is included in a building folder for each structure in the historic district. In addition to this information, historic photographs of the building and any original plans are included. Each folder contains a printout of the information in the database and can be easily referenced by building. The Historic Preservation Officer can use this filing system to view all the information about a structure at once and determine a maintenance plan for the building. The file folders used for this set of documentation are color-coded for easy reference. All folders are blue with clear plastic labels, except for non-contributing buildings, which have red folders and red plastic labels.

A second set of file folders was also generated during the initial inventory. This set contains the historic documentation for each building type. A building is considered a specific 'type' when more than one has been built, such as the barracks, or when there have been variations on one design, such as the officer housing. Each of the 16

building types in the historic district has its own original plans, specifications, documents, and photos in a folder. In addition, the folder contains a description of the building type that discusses the differences between a building type and other similar building types. Appendix C contains the building type descriptions. The folders used for the building types are yellow with yellow plastic labels.

The buildings of the historic district were recorded through the inventory and through the written descriptions. A photo inventory was also compiled of each building within the district. Color and black and white photos were taken for identification, publication, and recordkeeping.

## **Photographic Inventory**

### ***Color Photographs***

Color photographs were taken of each building elevation in the historic district (approximately four photos per building). Additional photos were needed to record larger buildings. Researchers used 38 rolls of 35mm, 100 ASA, 36-exposure film to create a total of 1247 color photographs. The color rolls number from 1 through 31 and 51 through 61. Each photograph is 4 in. x 6 in. Relevant images were also stored in Kodak PhotoCD® format for electronic manipulation.

### ***Black and White Photographs***

For archival purposes, black and white (B/W) photographs were taken to document building elevations in 1994. Two building elevations (front and one other side) were photographed of each building in the historic district. Researchers used 20 rolls of 35mm, 100 ASA, 36-exposure film to create a total of 673 B/W images. B/W film rolls are developed on contact sheets, with each image having a permanent date stamp. Of the 61 total film rolls used for this project, the B/W film rolls number from 32 through 50 and roll 59.

### ***Storage of Photos and Negatives***

The color and black and white negatives are all located in one binder. They are referenced by a log that documents the building number, roll number, film type, frame number, building elevation, and date of shot. The color negatives also have a CD number and CD frame number, for these images are also on disk, to be referenced within the database system. All negatives are stored in archival-quality clear plastic sleeves. The binder is arranged by film roll number. Rolls 1 through 31 and 51

through 58 are color film, rolls 32 through 50 and 59 are black and white film. The black and white contact sheets are also located in the binder, after their corresponding negatives.

The color photographs are mounted on a Building Photograph card. Each card has labeled building elevation photographs (e.g., Front, Left, Back, and Right side) with other relevant building information. The photograph cards are located together in numeric order in binders.

The black and white photos and the color photos are all referenced on the Exterior Building Inventory and on the Photograph Log. These photo logs direct the user by film roll number, image number, CD number, and CD image number to the location of that building's photographic images.

### Building Biography

**Building Number:** 2945    **Contributes to District:** Yes    **Old Number:** 256    **Record Modified:** 13 Sep 94

**Location:** 644 Davis Ave W

**Building Type:** Officer's Mess

**Construction Completion Date:** 1934

**Contractor:** R P Farnsworth & Co, New Orleans, LA

**Original Use:** Open Officer's Mess

**Current Use:** Officer's Club

**Building Description:**

The Officer's Mess is an ad hoc building with many additions, all in the French Colonial Revival Style. The original club consisted of a T-shaped building now surrounded on three sides by additions. The original mass was extended by two one-story additions at angles and a further curved addition connected to these. The club initially had 12,464 square feet and was constructed of structural terra-cotta block on a concrete foundation. The additions were built of various materials but all were covered with stucco to appear cohesive with the original building.

There are two entrances at the front of the building, with a circular drive leading to the dining room door and porte cochere over the main entrance. Another entrance is located at the right side of the building near the parking lot. This entry is hidden from the front by the service wing. Behind the club are tennis courts, a swimming pool and terraces leading to the interior ballrooms.

The original building was one and one-half stories high with an attic in the majority of the building. The dining hall, however, had a partial attic with the structure exposed in the interior. The additions vary between one story for the service areas and one story with an attic for the club areas. A variety of roofs are used on these different areas: hipped and mansard used on the central building, gable, parapet and flat roofs used on later additions. The roof is asphalt shingle which replaced the original clay tile and is incompatible. A variety of chimneys, ventilators and pipes are on the roof, mainly above the service areas.

There are dormers throughout the different roofs, all being a variation on the barrel dormer. Most are covered with flat seam metal and asphalt shingles. All the dormers have built-in louvers but the one gabled roof dormer has a window. The fenestration is replacement or non-historic modern windows used in the additions. The main facade has casement windows above panels which replaced full-length french windows. The doors have also been replaced throughout with commercial-grade doors. Quoins are used to accent the building's corners and to tie the additions together. Cast concrete sills, lintels and surrounds are used as well as wrought iron. The foundation is detailed as a water table with oval vent openings.

Distinctive features of this building include the original entry tower with a mansard roof, and the cast concrete sundial which is affixed to this tower. The most historically significant part of this complex is in the interior. The main dining hall or "Tudor Room" is still intact and was once used as the base chapel. This area should be preserved, yet the remainder of the interior has been significantly altered and can be modified.

Figure 5. Building biography form.



## Exterior Inventory

**Building Number:** 2024

**Location:** 500 Barksdale Blvd

**Building Type:** C O Quarters A-A

**Old Number:** 230      **Record Modified:** 17 Oct 94

**Contributes to District:** Yes



**Front Elevation**

Contributing Elements	Materials	Record Modified
Hipped Roof	Flat Clay Tile	16 Jun 94
Regency Mansard	Standing Seam Metal	16 Jun 94
Hipped Roof	Standing Seam Metal	22 Jun 94
Chimney	Stucco	22 Jun 94
Louvers	Metal	22 Jun 94
Barrel Dormer	Flat Seam Metal	22 Jun 94
Barrel Dormer	Wood Siding	11 Oct 94
Shed Dormer	Flat Seam Metal	22 Jun 94
Shed Dormer	Stucco	11 Oct 94
Open Porch	Concrete/Iron	22 Jun 94
Stoop	Concrete/Iron	22 Jun 94
Wall	Stucco on Terra-cotta	22 Jun 94
Foundation	Concrete	22 Jun 94
Railings	Wrought Iron	22 Jun 94
Posts	Wrought Iron	22 Jun 94
Corice	Wrought Iron	22 Jun 94
Corice	Wood	22 Jun 94
Sills	Cast Concrete	22 Jun 94
Quoins	Stucco on Terra-cotta	22 Jun 94

### Additions & Replacements:

Com- patible	Elements	Materials	Record Modified
Yes	Door 4/2p	Wood	17 Jun 94
Yes	Door 9/2p	Wood	22 Jun 94
Yes	Double-Hung 4/4	Aluminum/ Wood	17 Jun 94
Yes	Double-Hung 6/6	Aluminum/ Wood	17 Jun 94
Yes	Double-Hung 8/8	Aluminum/ Wood	17 Jun 94
Yes	Fixed 3/ D-H 6/6	Aluminum	07 Sep 94
Yes	French Window 4/1p,4/1p	Wood	17 Jun 94
Yes	Screen Door	Wood	17 Jun 94
No	D-H/Fixed 1/1/1,1/1/1	Aluminum	17 Jun 94
No	Double-Hung 6/6, 6/6	Aluminum	22 Jun 94
No	Enclosed Porch	Stucco / Glass	16 Jun 94
No	Fixed 2/2	Aluminum	17 Jun 94

Roll #	Film	Frame #	Elevation	CD Image	#	Date of Picture
11	C	14 A	Front	337	69	31 Mar 94
11	C	15 A	Left	337	70	31 Mar 94
11	C	16 A	Back	337	71	31 Mar 94
11	C	17 A	Right	337	72	31 Mar 94
37	B	26 A	Front			31 Mar 94
37	B	27 A	Right			31 Mar 94

**Figure 7. Exterior inventory form.**



## Building Rehabilitation & Repair History

<b>Building Number:</b> 2945	<b>Contributes to District:</b> Yes	<b>Old Number:</b> 256	<b>Record Modified:</b> 13 Sep 94
<b>Location:</b> 644 Davis Ave W		<b>Building Type:</b> Officer's Mess	
<b>Construction Completion Date:</b> 1934		<b>Contractor:</b> R P Farnsworth & Co, New Orleans, LA	
<b>Original Use:</b> Open Officer's Mess		<b>Current Use:</b> Officer's Club	

[illegible]

## 6 Non-contributing Building Analysis

The integrity of the historic district can be compromised by non-contributing structures (listed in Appendix D), as well as by any future construction of incompatible structures or improper treatment of a building's exterior within and adjacent to the historic district. Analysis of the non-contributing buildings was conducted in the same manner as the contributing buildings.

The non-contributing building report provides a comprehensive list of individual buildings that have received a non-contributing status for various reasons, some of which should be reversed. Buildings where the non-contributing status is invalid should be added to the historic district and are discussed. In addition, the report provides examples of compatible design elements for future construction within and adjacent to the historic district.

Non-contributing buildings may or may not exhibit characteristics that are incompatible with the existing historic district. Information about the non-contributing buildings can be found in the Non-contributing Building Biography form (Figure 10) and Non-contributing Building Photographs card as well as in the photo logs. The non-contributing buildings are distinguished in these two records from the contributing buildings by color-coding; the Non-contributing Building Biography form is pink and the Non-contributing Building Photographs card is red. This documentation can be found in the Building Folders, Building Form Binders, and the Building Photograph binders.

The criteria for determining whether or not a building will receive non-contributing status are:

1. The building was constructed after the historic period set by the National Register.
2. The building has had irreversible alterations compromising its historic integrity.
3. The building was constructed in a non-compatible architectural style.

## **Buildings Within the District That are Non-contributing**

#0: Contractor's Office-405 Selfridge Ave

This building was completed after 1941. It is privately owned by OMSERV Corporation, a contractor providing housing maintenance for the base.

#1379: Utility Vault, near west gate.

This structure was completed in 1959.

#2152: Garage for Building #2151-201 Ira Eaker Dr.

This building was completed after 1941.

#3447: Communication Facility-278 Davis Ave E.

This building was completed in 1952.

#3456: Heating Facility Building-Adjacent to #3466.

This building was completed in 1952.

#3465: Communication Facility-134 Davis Ave E.

This building was completed in 1953.

#3466: Data Processing Installation-105 Barksdale Boulevard E.

This building was completed in 1952.

#3467: Headquarters Numbered AF-168 Davis Ave E.

This building was completed in 1952.

#3469: AFCS Maintenance Facility-Adjacent to #3467.

This building was completed in 1990.

#3477: Group Headquarters-278 Davis Ave E.

This building was completed in 1952.

#3721: Storage Shed-Adjacent to #3725.

This portable structure was completed after 1941.

#3725: Child Care Center-424 Kenney Ave.

This building was completed in 1971.

#4152: Storage Shed-Between buildings #4161 and #4143.

This portable structure was completed after 1941.

#4163: Warehouse-Adjacent to #4162.  
This building was completed in 1971.

#5048: See next section.

#5167: Visiting Officers Quarters-68 Spaatz Ave.  
This building was completed in 1967.

#5224: Visiting Officers Quarters-525 Davis Ave W.  
This building was completed in 1959.

#5243: Temporary Lodging Facility-43 Spaatz Ave.  
This building was completed in 1969.

#5435: Branch Bank-135 Davis Ave E.  
This building was completed in 1945.

#5251: Service Station-450 Lindbergh Rd W.  
This building was completed in 1965.

#5485: Red Cross-Barksdale Blvd E.  
This building was completed after 1941.

#5645: Flight Simulator Building-Lindbergh Rd E.  
This building was completed in 1993.

#5650: Flight Simulator Building-450 Lindbergh Rd E.  
This building was completed in 1983.

#5724: See next section.

#6239: USAF Command Post-Between #6249 and #6402.  
This building was completed in 1953.

#6240: Outdoor Pavilion-Adjacent to #6239.  
This structure was completed in 1990.

#6401: Gymnasium Addition-105 Lindbergh Rd E.  
These are the gymnasium racquetball courts, completed after 1941.

#6403: Squadron Operations-Next to #6404.

This structure was completed in 1953.

#6404: Squadron Operations-115 Lindbergh Rd E.

This structure was completed in 1952.

#6414: Utility Vault-Next to #6415.

This structure was completed in 1953.

#6425: Fire Truck Garage-Addition to #6426.

This structure was added after 1979.

### **Buildings Within the Historic Time Frame That are Non-contributing**

#1085: Radio Building/ Golf Club House-185 Bossier Rd.

This building was completed as the Radio Building in 1932. Its present function as the Golf Club House has resulted in many alterations to the original structure. Large additions have increased the building's area and have compromised its historic integrity. Now, only a small portion of the entry is visible; the rest is engulfed by the alterations and additions.

#1912: Enlisted Pool-Corner of Rickenbacker Ave and Barksdale Blvd E.

This structure was completed in 1938 and basically is in its original state, but does not contribute to the visual make-up of the historic district.

#1922: Enlisted Pool Bath House-Corner of Rickenbacker and Barksdale Blvd. E.

This structure was completed in 1938 and has undergone many alterations.

#2935: Officers Club Pool-Serves #2945.

This structure was completed in 1934 and basically is in its original state, but does not contribute to the visual make-up of the historic district.

#5048: Traffic Check House (North Gate)-600 Davis Ave.

This structure was completed in 1935 and presently serves its original function. It has undergone many alterations that have compromised the structure's historic integrity. The gates have been completely removed. An additional porch was created changing the proportions of the original structure. A window was filled in and remaining windows have been changed from wood multi-light fixed windows to non-compatible brown anodized aluminum single-light fixed windows. Also, a single-light door of non-

compatible brown anodized aluminum was added into the window arrangement on the rear of the guard house.

**#5724: Vehicle Operations Administration-625 Davis Ave E.**

This building was completed in 1940. It subsequently has undergone many alterations that have compromised the structure's historic integrity. The window and door openings were dominate elements on the building enclosure. These openings have been compromised by being partially filled in and replaced by smaller, non-compatible brown anodized aluminum units. Also, the roof has been completely redone, being replaced by non-compatible asphalt shingle.

**#6615: Technical Lab-Twining Dr behind #6614.**

This building was completed as the Ordinance Magazine Building in 1934. It has undergone many alterations that have compromised its historic integrity. Originally, the building enclosure was constructed of different shades of hollow terra-cotta tile. It has been completely redone with a stucco finish. In addition, all of the original doors have been replaced by smaller units.

### **Buildings That Should Be Removed from the Historic District Listing.**

**#4186: Vehicle Maintenance Shop-686 Davis Ave E.**

This building was completed as an Air Corps Garage in 1941. Alterations in July 1994 have compromised the historic integrity of the building. The original asbestos sheet roof had been replaced with asphalt shingle and has now subsequently been replaced by a standing seam metal roof. The building enclosure, originally of stucco-finished hollow terra-cotta tile is now being covered with Dryvit, an exterior insulation finishing system. Window locations have been changed and windows have been replaced with brown anodized aluminum units. Standing seam metal canopies now cover these windows. Major additions of concrete block and Dryvit have altered the original plan and elevations.

**#5441: Post Exchange-40 Barksdale Blvd.**

This building was completed as the Post Exchange in 1932. The building presently houses Bombardi's Pizza Parlor, the Base Information Manager's Office, and the Base Barber Shop. Numerous alterations and additions have compromised the historic integrity of the building; the building bears little resemblance to the original structure.

Originally, the floor area was 8683 sq ft. Subsequent lean-to additions built before 1941 have gained historic significance. The original building was rectangular in plan with the main elevation facing what is now Barksdale Blvd W. The front elevation had

two pavilions flanking a colonnade that had formed the front porch of the Post Exchange. The pavilions had flat clay tile hipped roofs and the colonnade had a flat roof with parapet wall. The main space was spanned by a flat clay tile gambrel roof. The original windows were eight-light casements with a multi-light transom and the doors were wood multi-light, one paneled.

On December 23, 1947 an addition housing Bombardi's was added, bringing the building area up to its present 20,862 sq ft. Two additional gambrel roofs were added and the once flat-roofed colonnade now has a gabled roof with pediment. The flat clay tiled roofs have been replaced with non-compatible grey asphalt shingle and the colonnade has been completely blocked up with non-compatible red brick infill. Nearly all the original window openings have been blocked up with stucco infill, and the remaining window units are non-compatible replacements.

### **Buildings That Should be Added to the Historic District Listing**

#4162: Supply and Equipment Warehouse-Icarus Rd.

This building was completed as the Quartermaster Maintenance Shop in 1931. It is rectangular in plan with a total area of 8028 sq ft. The building is a generous one-story with attic and has a gable roof that is covered with asphalt shingles. The gable of the roof is concealed by a parapeted gable wall at each end. The walls are covered with stucco, and there is a concrete coping at the top of the parapet walls. A gutter and a simple molding run the length of the building at the edge of the roof. Otherwise, the building is strictly utilitarian with its lack of ornament. The end walls of the facade flare out with horizontal projections to frame the gable.

Throughout its history, the interior has been altered to suit the various craftsman that were using the facility. Temporary partitions and shelving units were constructed randomly. However, the concrete floor and painted terra-cotta block walls of the interior remain intact. The exterior has retained much of its original characteristics. Exceptions include some multi-light window units that have been filled in with stucco and an overhead door that was installed. However, none of these changes were unlike the changes that occurred to other warehouses that were included in the historic district. Building #4162 is homogeneous with the historic character of the other warehouses at Barksdale that are on the National Register.

This building apparently was excluded from the National Register district nomination for a number of reasons. Building #4163 is a warehouse that was constructed in 1971 and is situated approximately 4 feet from #4162. When looking at the base map, and without the benefit of an individual survey, building #4163 appears to be a major

addition to #4162. This would have given the building its non-significant status as this addition would have more than doubled the building's square footage. Since #4163 is not attached, it is recommended that #4162 be included in the historic district listing.

**#3416: Base Flag Pole-In front of #3435.**

The base flag pole was completed in 1932. The pole is a standard 75-ft copper bearing, telescoping, jointed pipe. The pole is topped with a 10-in. copper ball covered with 22-karat gold leaf. The ten smaller flag poles that surround the main pole can be easily removed. The flag pole has always had a visual impact on the historic district. It is the focal point of the radial plan and is a strong symbolic center of the historic district, as well as the entire base. It is this historic integrity of association that justifies the recommendation that #3416 be included in the historic district.

**# 1378: Maintenance Building - Near West Gate.**

This small building was built in 1942, just after the cut-off date for the historic district. The date of completion is now an invalid reason for non-contributing status, since it is being reconsidered now more than 50 years after completion.

This outbuilding is a simplified version of the French Colonial Revival style. A square in plan, this small building is constructed of structural terra-cotta block on a concrete foundation. The one-story mass is covered with a hipped clay tile roof. Copper flashing is evident at the seam joints and at the pinnacle of the roof. A gutter system is hung from the roof edge. The walls are covered with painted stucco, but no quoins were used. This maintenance building is remarkable well-preserved, retaining much of its original fabric. As part of the West Gate complex, this building contributes to its authentic appearance as well as to the historic district.

## Non-Contributing Building Biography

**Building Number:** 3469

**Location:** Within District-(No Street #)Adjacent to #3467

**Building Type:** AFCS Maintenance Facility

**Old Number:** N/A      **Record Modified:** 28 Jul 94

**Contributes to District:** No

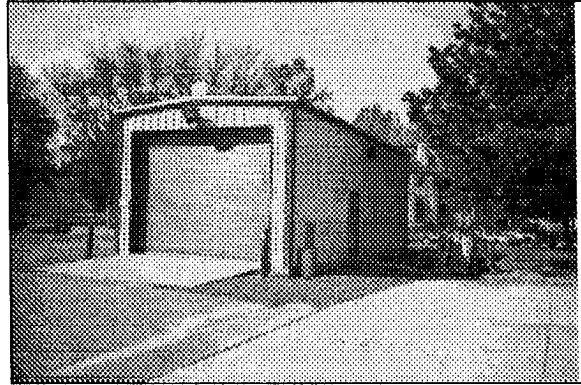
**Construction Completion Date:** 1990

**Contractor:** No record of contractor found

**Original Use:** AFCS Maintenance Facility

**Current Use:** AFCS Maintenance Facility

**Compatible with District:** No



**Front Elevation**

**Reason for Non-Contributing Status:**

This building was completed in 1990.

Roll	Film	Frame #	Elevation	CD	Image	Date of Picture	Compatible Design Elements:
31	C	0 3	Front/Right	2044	45	08 Apr 94	No compatible elements found.
31	C	1 3	Back/Left	2044	46	08 Apr 94	
49	B	10 3	Front/Right			07 Apr 94	
49	B	11 3	Back/Left			07 Apr 94	

**Figure 10. Non-contributing building biography form.**

## 7 New Construction Within the Historic District

Note: This section does not apply to historic structures. Additions and replacements to existing historic structures are discussed elsewhere.

Since new construction is not prohibited within the historic district, care should be exercised to construct buildings that are historically compatible. Another area of concern is the design of buildings along the perimeter of the historic district. The following is a detailed list of compatible elements incorporated in the non-contributing buildings found within the historic district. Individual non-contributing buildings will have their compatible elements, as well as an overall compatibility rating listed within the database. It is recommended that the following design guidelines be used to ensure that new construction projects within and adjacent to the historic district will be compatible.

### **Compatible Design Elements for New Construction Within and Adjacent to the Historic District:**

#### **Compatible Roof Types:**

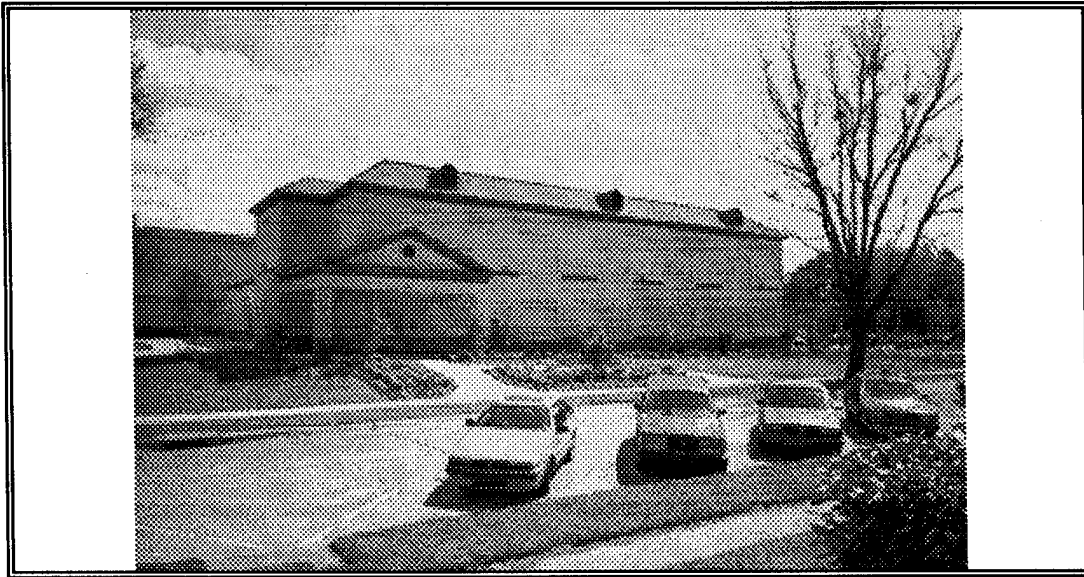
1. Gable
2. Hipped
3. Barrel
4. Parapet walls and coping may be incorporated

Note: Roof type and slope should correspond to existing site conditions.

#### **Compatible Roof Materials:**

1. Flat clay tile
2. Asphalt shingle
3. Fiberglass shingle (See Group Headquarters-Building #3435)
4. Standing seam metal

Note: Roof material and color should correspond to existing site conditions.



Flight Simulator Building, built 1983

Uses compatible Roof and Dormer types, as well as compatible Materials

**Compatible Dormer Types:**

1. Barrel
2. Shallow barrel
3. Gable
4. Hipped
5. Shed

Note: Dormer type should correspond to existing site conditions.

**Compatible Dormer Roof and Siding Materials:**

**Roof:**

1. Flat clay tile
2. Asphalt shingle
3. Fiberglass shingle

**Siding:**

1. Stucco
2. Dryvit
3. Flat Clay Tile
4. Wood

Note: Siding material and color should correspond to existing site conditions.

### Compatible Miscellaneous Roof Elements

1. Stucco chimney
2. Metal chimney
3. Ventilators

### Compatible Open Porch Roof Types and Materials

#### Roof:

1. Gable
2. Flat

#### Material:

1. Flat clay tile
2. Asphalt shingle
3. Fiberglass shingle

Note: Open porch roof type and material and color should correspond to existing site conditions.

### Compatible Railing Materials

1. Wrought iron
2. Aluminum
3. Cast iron

Note: Railing design should correspond to existing site conditions.

### Compatible Wall Materials

1. Stucco
2. Dryvit

### Compatible Wall Trim Types and Materials

#### Type:

1. Cornice
2. Quoins
3. Beltcourse
4. Sills/Lintels
5. Water table
6. Window/Door reveals

#### Materials:

1. Stucco
2. Wood
3. Cast-in-place concrete

Note: Trim type, material, and color should correspond to existing site conditions.

#### Compatible Windows and Doors Types

The following are examples of compatible window and door types found within the historic district.

##### Windows:

###### Materials:

1. Aluminum
2. Wood
3. Aluminum/ Wood

###### Housing Window Types:

1. Double-Hung 8/8
2. Double-Hung 6/6
3. Double-Hung 4/4
4. French Window 4/1p,4/1p

###### Commercial Window Types:

1. Multi-light Fixed
2. Multi-light Fixed/Awning
3. Casement
4. All compatible housing type window units are also acceptable.

##### Doors:

###### Material:

1. Wood
2. Metal

###### Housing Door Types:

1. 4/2p
2. 3p
3. 9/4p
4. Solid

###### Commercial Door Types:

1. Multi-light Sliding (Hangars)
2. Double & Single Multi-light
3. All compatible housing type door units are also acceptable.

Note: Window and door type and material should correspond to existing site conditions.

**Other Compatible Elements:**

1. Entry with False Balcony
2. Wood/Plastic Shutters
3. Circular Wall Ventilator

## 8 Maintenance Management Database System

The maintenance management database system uses many different data management computer products to produce the management tool presented here. A CD-ROM drive and the software packages Lotus Approach®, Kodak PhotoEdge®, and Autodesk AutoCAD® made the database possible. All computer applications are IBM compatible and are formatted for use with Microsoft Windows®.

Lotus Approach was selected as the database application due to its versatility and availability. Approach is a relational database application that works with a variety of database file formats. Relational database systems allow databases to be joined together. A set of joined databases offers more versatility and accuracy than a flat file system. With a joined database, information must be stored in only one place, even if it is used in more than one application. Joined databases save disk space and are efficient for updating information. This method of data handling also ensures that shared data is consistent as well as accurate. All applications within Approach use the same data, and accuracy is maintained by having all applications take the data from one source. This allows the user to view and edit a record from one database and one or more related records from a joined database together in a single view.

A joined database is created by dividing the data fields into logical groups, each of which forms a separate database file. A relationship between the files is then established through one or more fields that the files may have in common. These are called the *join fields*. Join fields can have three different relationships: one-to-one, one-to-many, and many-to-one. One join field can relate or join to one field in another file, one join field can join to many fields in another file, or many fields in one file can join to a single join field in another file. The tables at the end of this chapter demonstrate join fields in the Maintenance Management Database:

The database file titled Bldg Bio.dbf has a join field called *buildno*. This one join field relates to many other database files through this same join field. The join field *buildno* is also found in the following database files:

Bldg Pln.dbf,  
Bldg Elv.dbf,  
Photolog.dbf,  
Int Cntr.dbf,

Bldg Prb.dbf,  
Ext Cntr.dbf and  
Ext Intr.dbf.

The relationship Bldg Bio.dbf has with Bldg Pln.dbf and Bldg Elv.dbf is one-to-one. That is, these fields could be in one database file with no loss of efficiency. These fields were separated for technical reasons. Bldg Elv.dbf and Bldg Pln.dbf contain "picture plus" fields that allow you to attach graphical data to the database. This information consumes a large amount of disk space. These fields are more easily managed if separated from the main database (Bldg Bio.dbf). Bldg Bio.dbf has a one-to-many relationship with all the other database files listed above. There is a many-to-one relationship also demonstrated in the graphic. The Bldg Prb.dbf database file has a field *Mr No* that consists of many different pieces of information. Therefore, each piece of information relates to the database file MR.dbf through the join field *Mr No*. This graphic also demonstrates the different type of database files that are used in the Maintenance Management Database. The Building Biography (Bldg Bio.dbf) database contains all information that defines a particular structure such as location, building number, and structure name. It contains information about contributing and non-contributing structures. The Building Problem (Bldg Prb.dbf) database file contains information gathered from inspecting the structures, such as maintenance problems, the locations of the problems, and the recommended treatment of the problem. This database further joins with the Maintenance and Repair (MR.dbf) database file, which contains the Preservation Technology Source Book reference for the recommended treatments.

Building Elevation (Bldg Elv.dbf) database file contains the picture plus fields where photo images of the elevations of the structures are stored. This file contains fields for all four elevations of a building, but currently only the front elevation is loaded into the database. The other elevations may be added later from photo CD where they are currently stored. The Photo Log (Photolog.dbf) database file contains information defining the photographs taken of each structure. This includes the roll and frame numbers, the CD image number, and the film type.

The Interior Contributing (Int Cntr.dbf), Exterior Contributing (Ext Cntr.dbf) and Exterior Intrusive (Ext Intr.dbf) database files all contain information gathered from the building survey. Interior Contributing and Exterior Contributing database files each record the contributing historic elements in a structure, including the material. The Exterior Intrusive form records the intrusive or non-historic elements that have been added to a structure. This also lists the material and indicates if the element is compatible with the original fabric of the structure.

The Building Plan (Bldg Pln.dbf) database file consists solely of floor plans for each building in Windows Meta File format. The plans were first drawn in AutoCAD for Windows then saved in Windows Meta File format. There are up to four floor plans for each building, one for each story within the structure.

The tables on the following pages detail each field within each database file, including the field's type and length. Lotus Approach allows different forms and reports to be created from the data, depending on local needs. The forms and reports created for this project arranged the building data according to the requirements of the Historic Preservation Officer. The flexibility of Approach allows the data to be sorted and arranged differently according to the future needs of management and BAFB.

Kodak PhotoEdge Photo CD Software was used to create the building elevations database files. This software allows a link between images stored on Kodak Photo CDs and other Microsoft Windows software. Therefore, an interface between Lotus Approach and Kodak PhotoEdge was easily achieved.

PhotoEdge allows photographs to be seen on a computer screen and to be printed out in computer-generated documents. These two features are especially important to the maintenance management database, for historic structures can be quickly identified with a corresponding image and the written description can be verified with the photographic documentation. The power of Lotus and PhotoEdge allows these two packages to merge smoothly, so a photo of a structure can be seen on the same computer screen as its written documentation.

PhotoEdge software uses a menu-driven interface to display, edit, and print the photo images. These images can also be saved in a file format, as in the maintenance management database. In addition to the Lotus software, the CD images can be used in a variety of desktop publishing and word processing applications. The photo CD images may be modified and manipulated in these applications much the same way as Bit Mapped (BMP), Microsoft Paint (PCX), RAW, RIFF, or Tagged Image File Format (TIFF) images.

The first step in using Kodak PhotoEdge Software is obtaining the images and converting them into a compatible medium. Kodak Photo CD stores images taken with 35 mm film. A photofinishing service can transfer images from 35mm film to photo CDs; more than 100 pictures can be held on a disc. Pictures may be transferred gradually onto a disc in multiple sessions. The photos taken with 35 mm film are digitized and thus can be transferred on the Photo CD. The digitized images can then be cropped, edited, mirrored, or rotated with the PhotoEdge software. In addition,

filters can be applied to improve an image and photos can be changed to a color, gray-scale, or monochrome image type.

The Kodak PhotoEdge software can be used with the maintenance management database on a daily basis for image reference. As a tool on its own, it can generate images for reference by construction crews and other personnel. The flexibility of PhotoEdge software allows images to be added to the database as they are needed and as structures change.

Both Lotus Approach and Kodak PhotoEdge Software rely on the memory capacity and power of the CD ROM drive to work quickly and efficiently. Lotus Approach as a database organizes the building information in views that the Historic Preservation Officer can use and easily reference. Kodak PhotoEdge provides the pictorial documentation that Historic Preservation Officers increasingly rely on and allows the photo to be seen with the written documentation. The nature of the software programs allow the building forms to be easily updated, which is crucial to allow for accurate decisionmaking by the Historic Preservation Officer. All the applications are flexible enough to be expanded and changed as needs evolve in the future with the maintenance of the Historic District and Barksdale Air Force Base.

## Database File Field Descriptions

Database file: <b>Building Biography</b> Contributing and Non-contributing structures			
Field name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
STRUNAME (Structure Name)	Text	75	Name of building
LOCATION	Text	75	Address of building
CONSDATE (Construction Date)	Text	10	Date of completed construction
USE	Text	53	Current use of the building
RATING	Text	5	IBIS field not used
CONDITION	Text	80	IBIS field not used
INVENBY	Text	70	IBIS field not used
AFFILIAT	Text	40	IBIS field not used
FILEDATE	Text	20	IBIS field not used
ORGUSE (Original Use)	Text	53	Original use of the building
MODIFY_DT (Date modified)	Date		Date record was last modified
BLDGTYPE (Building Type)	Text	37	Building type name, such as Double NCO Quarters type A-A
CONTRACTOR	Text	55	Contractor who constructed the building
OLD_NO (Old Number)	Text	8	Number that had identified the building within Barksdale Air Force Base with old system
CONTRIB (Contributing)	Boolean		States if building contributes to the district or not
DESCRPT (Description)	Memo		Building description
HISTDATA (Historical Data)	Memo		IBIS field not used
SIGNIFIC (Significance)	Memo		Identifies why non-contributing structure is not significant
SOURCES (Sources)	Memo		IBIS field not used
COMPATIBLE (compatibility)	Boolean		IBIS field not used

Database File: **Building Problems**

Contributing structures only

Field name	Field Type	Field Length	Field Description
BUILDNO(Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
MODIFY_DT (Date modified)	Date		Date record was last modified
PROBLEM	Text	50	Problem identified on structure
PROB_LOC (Problem location)	Text	50	Location of above problem
GENERIC	Text	10	Generic cause of problem
ROOT_CAUSE	Text	40	Root cause of problem
MR_CAT (Maintenance and repair category)	Text	6	Defines if problem is a cause, effect or safety issue
MR_PRIORITY (Maintenance and repair priority)	Numeric	2.2	Priority of problem within scope of total problems with building
MR_NO (Maintenance and repair number)	Numeric	3.0	This number indicates which PTSB reference a recommended treatment refers to
REC_TREAT (Recommended treatment)	Text	50	Recommended treatment to the problem described

Database File: **Maintenance/Repair**

Contributing structures only

Field name	Field Type	Field Length	Field Description
MR (Maintenance/repair)	Text	45	Description of maintenance and repair activity
PTSB_REF (PTSB reference)	Numeric	5.0	Number identifying the PTSB reference that the maintenance and repair activity refers to
PTSB_ART (PTSB article)	Numeric	2.0	Number which identifies the article within the PTSB reference section which discusses the maintenance and repair activity
MR_NO (Maintenance/repair number)	Numeric	3.0	Number which refers to 52 common maintenance and repair activities

Database File: **Building Elevations**

Field Name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
ELEV_F (Front elevation)	Picture Plus		Image of front elevation
ELEV_L (Left elevation)	Picture Plus		Image of left elevation
ELEV_B (Back elevation)	Picture Plus		Image of rear elevation
ELEV_R (Right elevation)	Picture Plus		Image of right elevation

Database File: **Photolog**

Contributing and Non-contributing structures

Field Name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
ROLL_NO (Roll number)	Numeric	3.0	Number of film roll that the image can be found on
FILM_TYPE	Text	1	Records either black and white or color film used
FRAME_NO (Frame number)	Numeric	2.0	Number of the frame where the image can be found on the given roll of film
FRAME_LET (Frame letter)	Text	1	Letter next to the frame number which helps to further define the image
ELEVATION	Text	12	Describes what elevation the image is showing
CD_NO (CD number)	Numeric	4.0	Identifies which CD the image is saved on (If it is saved on a CD)
CDIMAGE_NO (CD image number)	Numeric	3.0	Identifies which image on the CD corresponds to the desired image
FRAME_DT (Frame date)	Date		Date the image was taken
MODIFY_DT (Modify date)	Date		Date database file was last modified

Database File: **Interior Contributing**

Contributing structures only

Field Name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
MODIFY_DT (Modify date)	Date		Date database file was last modified
CNTR_ELMNT (Contributing element)	Text	25	Describes interior element which contributes to the building
CNTR_MAT (Contributing material)	Text	25	Describes material of contributing element
CNTR_FLR (Contributing floor)	Text	3	Lists location, by floor, of contributing element

Database File: **Building Plans**

Contributing structures only

Field Name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
PLAN_1	Picture Plus		Windows Meta File drawing of first level floor plan
PLAN_2	Picture Plus		Windows Meta File of second level floor plan
PLAN_3	Picture Plus		Windows Meta File of third level floor plan
PLAN_4	Picture Plus		Windows Meta File of fourth level floor plan
NORTH	Picture Plus		Windows Meta File north arrow image used with the floor plans

Database File: **Exterior Contributing**

Contributing structures only

Field Name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
MODIFY_DT (Modify date)	Date		Date database file was last modified
CNTR_ELMNT (Contributing element)	Text	25	Describes exterior element which contributes to the building
CNTR_MAT (Contributing material)	Text	25	Describes material of contributing element

Database File: **Exterior Intrusive**

Contributing structures only

Field Name	Field Type	Field Length	Field Description
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
MODIFY_DT (Modify date)	Date		Date database file was last modified
INTR_ELMNT (Intrusive element)	Text	25	Describes exterior element which is intrusive to the building
INTR_MAT (Intrusive material)	Text	25	Describes material of intrusive element
INTR_COMP (Intrusive compatibility)	Boolean		Denotes whether intrusive element is compatible to original fabric of building

**Database File: Building Rehabilitation & Repair History**

Contributing structures only

<b>Field Name</b>	<b>Field Type</b>	<b>Field Length</b>	<b>Field Description</b>
BUILDNO (Building Number)	Numeric	10.0	Number that identifies the building within Barksdale Air Force Base
MODIFY_DT (Modify date)	Date		Date database file was last modified
WORKDONE	Text	80	Description of work done on the structure
WORKDATE	Date		Date the work was completed

## 9 Summary

This report presents a maintenance plan for the historic district at Barksdale AFB, LA. To develop this plan, researchers reviewed the history of the installation and conducted a detailed inventory of the historic facilities and resources. Researchers also created a list of historic facility qualities that should be considered in plans for preservation and rehabilitation. The plan was created to assist the Cultural Resources Manager, as steward of the district, in district preservation.

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Miller, Force. Barksdale Air Force Base, Shreveport, Louisiana. Interview, 10 June 1994.

Marbry, John. Barksdale Air Force Base, Shreveport, Louisiana. Interview, 10 June 1994.

Phillips, Patty. Barksdale Air Force Base, Shreveport, Louisiana. Interview, 7 July 1994.

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## Personal Correspondence

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## Appendix A: Contributing Building List

Building Location Number		Building Type	Current Use	Old Number
1359	Near West Gate, Barksdale Blvd.	Valve House	Water Pumping Station	73c
1378	Near W Gate	Maintenance Bldg	Water Supply	T722
1501	505 Barksdale Blvd	Sentry House	Traffic Check House	73b
1512	Near West Gate, Barksdale Blvd.	Transformer House	Transformer House	73a
2024	500 Barksdale Blvd	C O Quarters A-A	Family Housing	230
2030	404 Barksdale Blvd	C O Quarters A	Family Housing	229
2032	400 Barksdale Blvd	C O Quarters A	Family Housing	227
2040	302 Barksdale Blvd	C O Quarters C	Family Housing	226
2042	300 Barksdale Blvd	C O Quarters C	Family Housing	225
2060	100 Barksdale Blvd W	C O Quarters C	Family Housing	103
2130	402 Ira Eaker Dr	C O Quarters C	Family Housing	182
2131	403 Ira Eaker Dr	C O Quarters A	Family Housing	183
2132	400 Ira Eaker Dr	C O Quarters C	Family Housing	180
2133	401 Ira Eaker Dr	C O Quarters A	Family Housing	181
2140	302 Ira Eaker Dr	C O Quarters C	Family Housing	154
2141	303 Ira Eaker Dr	C O Quarters A	Family Housing	153
2142	300 Ira Eaker Dr	C O Quarters C	Family Housing	152
2143	301 Ira Eaker Dr	C O Quarters A	Family Housing	151
2151	201 Ira Eaker Dr	F O Quarters D	Family Housing	101
2160	102 Ira Eaker Dr	C O Quarters C	Family Housing	102
2230	400 Vandenberg Ave	C O Quarters A	Family Housing	168
2231	403 Vandenberg Ave	C O Quarters A	Family Housing	167
2233	401 Vandenberg Ave	C O Quarters A	Family Housing	165

2240	304 Vandenberg Ave	C O Quarters C	Family Housing	166
2241	303 Vandenberg Ave	C O Quarters A	Family Housing	163
2242	302 Vandenberg Ave	C O Quarters C	Family Housing	164
2243	301 Vandenberg Ave	C O Quarters A	Family Housing	161
2244	300 Vandenberg Ave	C O Quarters A	Family Housing	162
2260	102 Vandenberg Ave	C O Quarters C	Family Housing	112
2261	103 Vandenberg Ave	C O Quarters A	Family Housing	113
2262	100 Vandenberg Ave	C O Quarters C	Family Housing	110
2263	101 Vandenberg Ave	C O Quarters A	Family Housing	111
2340	300 Orville Wright Ave	C O Quarters C	Family Housing	212
2341	305 Orville Wright Ave	C O Quarters C-C	Family Housing	215
2343	303 Orville Wright Ave	C O Quarters A	Family Housing	213
2345	301 Orville Wright Ave	C O Quarters A	Family Housing	211
2350	202 Orville Wright Ave	C O Quarters A-A	Family Housing	137
2352	200 Orville Wright Ave	C O Quarters A-A	Family Housing	136
2360	102 Orville Wright Ave	C O Quarters C	Family Housing	120
2361	103 Orville Wright Ave	C O Quarters A	Family Housing	119
2362	100 Orville Wright Ave	C O Quarters C	Family Housing	118
2363	101 Orville Wright Ave	C O Quarters A	Family Housing	117
2451	203 Daedalus Ave	C O Quarters A	Family Housing	142
2453	201 Daedalus Ave	C O Quarters A	Family Housing	141
2520	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	634
2522	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	635
2540	102 Foulois Ave	C O Quarters A	Family Housing	169
2541	101 Foulois Ave	C O Quarters A-A	Family Housing	170
2542	104 Foulois Ave	C O Quarters A	Family Housing	171
2543	103 Foulois Ave	C O Quarters C-C	Family Housing	172
2544	106 Foulois Ave	C O Quarters B	Family Housing	173
2545	105 Foulois Ave	C O Quarters C-C	Family Housing	174
2546	108 Foulois Ave	C O Quarters B	Family Housing	175

2547	107 Foulois Ave	C O Quarters A-A	Family Housing	176
2548	110 Foulois Ave	C O Quarters A	Family Housing	177
2549	120 Shreveport Ave	F O Quarters A-1	Family Housing	178
2550	112 Foulois Ave	C O Quarters A	Family Housing	179
2551	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	623
2552	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	627
2553	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	624
2554	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	626
2560	100 Chennault Ave	C O Quarters A	Family Housing	143
2561	101 Chennault Ave	C O Quarters A	Family Housing	144
2562	102 Chennault Ave	C O Quarters B	Family Housing	145
2563	103 Channault Ave	C O Quarters C	Family Housing	146
2564	104 Chennault Ave	C O Quarters A	Family Housing	149
2565	105 Chennault Ave	C O Quarters C	Family Housing	148
2567	107 Chennault Ave	C O Quarters A	Family Housing	150
2568	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	615
2569	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	613
2571	101 Hap Arnold Rd	F O Quarters A	Family Housing	127
2573	103 Hap Arnold Rd	F O Quarters A-1	Family Housing	129
2628	(No Street #) Vandenberg Ave	Garage, Officers	Garage, Family Housing	641
2635	121 Shreveport Rd	F O Quarters A-1	Family Housing	184
2637	201 Shreveport Rd	C O Quarters A-A	Family Housing	186
2639	203 Shreveport Rd	C O Quarters A-A	Family Housing	188
2640	200 Shreveport Rd	C O Quarters B	Family Housing	189
2641	205 Shreveport Rd	C O Quarters C-C	Family Housing	190
2642	202 Shreveport Rd	C O Quarters C-C	Family Housing	191
2643	207 Shreveport Rd	C O Quarters A-A	Family Housing	192
2644	204 Shreveport Rd	C O Quarters B	Family Housing	193
2645	209 Shreveport Rd	C O Quarters A-A	Family Housing	194
2646	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	629

2647	211 Shreveport Rd	F O Quarters A-1	Family Housing	196
2648	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	628
2649	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	631
2650	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	630
2660	200 Chennault Ave	C O Quarters B	Family Housing	155
2661	201 Chennault Ave	C O Quarters A	Family Housing	156
2662	202 Chennault Ave	C O Quarters C-C	Family Housing	157
2663	203 Chennault Ave	C O Quarters C-C	Family Housing	158
2664	204 Chennault Ave	C O Quarters B	Family Housing	159
2665	205 Chennault Ave	C O Quarters A	Family Housing	160
2666	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	617
2667	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	616
2668	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	619
2669	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	618
2671	201 Hap Arnold Rd	F O Quarters C	Family Housing	130
2675	205 Hap Arnold Rd	F O Quarters C	Family Housing	132
2680	200 Spaatz Ave	F O Quarters B	Family Housing	107
2684	204 Spaatz Ave	F O Quarters B	Family Housing	109
2686	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	601
2687	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	602
2691	201 Montgolfier Blvd	C O Quarters B	Family Housing	104
2693	203 Montgolfier Blvd	C O Quarters C	Family Housing	105
2695	205 Montgolfier Blvd	C O Quarters B	Family Housing	106
2714	(No Street #) Vandenberg Ave	Garage, NCO	Garage, Family Housing	643
2751	301 Shreveport Rd	F O Quarters A-1	Family Housing	198
2752	300 Shreveport Rd	C O Quarters A-A	Family Housing	201
2754	302 Shreveport Rd	C O Quarters A-A	Family Housing	203
2755	307 Shreveport Rd	C O Quarters A-A	Family Housing	202
2756	304 Shreveport Rd	C O Quarters C-C	Family Housing	205
2757	309 Shreveport Rd	C O Quarters C-C	Family Housing	204

2760	306 Shreveport Rd	C O Quarters A-A	Family Housing	207
2762	308 Shreveport Rd	C O Quarters A-A	Family Housing	209
2764	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	633
2765	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	632
2766	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	621
2767	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	620
2771	301 Hap Arnold Rd	F O Quarters C	Family Housing	133a
2777	305 Hap Arnold Rd	F O Quarters C	Family Housing	135a
2780	300 Spaatz Ave	F O Quarters B	Family Housing	114
2784	304 Spaatz Ave	F O Quarters B	Family Housing	116
2786	(No Street #) Alleyway	Gas Regulator Station	Gas Meter Facility	76
2787	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	604
2788	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	606
2826	400 Shreveport Rd	C O Quarters A-A	Family Housing	217
2828	402 Shreveport Rd	C O Quarters C-C	Family Housing	219
2830	404 Shreveport Rd	C O Quarters A-A	VOQ	221
2835	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	622
2840	400 Hap Arnold Rd	C O Quarters B	Family Housing	138
2842	402 Hap Arnold Rd	C O Quarters C-C	Family Housing	139
2844	404 Hap Arnold Rd	C O Quarters B	Family Housing	140
2845	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	611
2846	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	612
2850	400 Spaatz Ave	C O Quarters A-A	Family Housing	121
2851	401 Spaatz Ave	C O Quarters B	Family Housing	122
2852	402 Spaatz Ave	C O Quarters C	Family Housing	123
2853	403 Spaatz Ave	C O Quarters C-C	Family Housing	124
2854	(No Street #) Alleyway	Garage, Officers	Garage, Family Housing	607
2855	405 Spaatz Ave	C O Quarters B	Family Housing	126
2945	644 Davis Ave W	Officer's Mess	Officer's Club	256
3031	409 & 411 Barksdale Blvd	Double NCO Quarters B	Family Housing	413

3033	405 & 407 Barksdale Blvd	Double NCO Quarters A Family Housing	412
3035	401 & 403 Barksdale Blvd	Double NCO Quarters B Family Housing	411
3041	309 & 311 Barksdale Blvd	Double NCO Quarters B Family Housing	410
3043	305 & 307 Barksdale Blvd	Double NCO Quarters A Family Housing	409
3045	301 & 303 Barksdale Blvd	Double NCO Quarters B Family Housing	408
3140	300 & 302 Langley Dr	Double NCO Quarters B Family Housing	375
3141	301 & 303 Langley Dr	Double NCO Quarters B Family Housing	376
3161	101 & 103 Langley Dr	Double NCO Quarters B Family Housing	315
3260	100 & 102 Fairchild Ave	Double NCO Quarters A Family Housing	321
3261	101 & 103 Fairchild Ave	Double NCO Quarters A Family Housing	322
3351	201 & 203 Kenney Ave	Double NCO Quarters B Family Housing	352
3360	100 & 102 Kenney Ave	Double NCO Quarters A Family Housing	328
3416	(No Street #) Barksdale Blvd	Base Flag Pole	Base Flag Pole 50
3433	334 Davis Ave. West	Hospital	Base Engineering Adminis- 53 tration
3435	109 Barksdale Blvd W	Headquarters Bldg	HQ Group 51
3454	(No Street #) Davis Ave	Water Standpipe	Water Tower/Water Stand- 74 pipe
3455	Near Water Tower	Sewage Pump	Sewage Pumping Station 52
3554	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing 680
3555	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing 681
3560	101 & 103 Earhart Ave	Double NCO Quarters B Family Housing	367
3561	100 & 102 Earhart Ave	Double NCO Quarters A Family Housing	366
3563	104 & 106 Earhart Ave	Double NCO Quarters A Family Housing	368
3564	105 & 107 Earhart Ave	Double NCO Quarters A Family Housing	369
3566	109 & 111 Earhart Ave	Double NCO Quarters A Family Housing	371
3568	113 & 115 Earhart Ave	Double NCO Quarters B Family Housing	373
3570	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing 665
3571	100 & 102 Selfridge Ave	Double NCO Quarters A Family Housing	339
3572	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing 666
3573	104 & 106 Selfridge Ave	Double NCO Quarters A Family Housing	340

3574	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	610
3575	108 & 110 Selfridge Ave	Double NCO Quarters B	Family Housing	341
3576	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	667
3577	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	668
3578	275 Barksdale Blvd	Chapel	Chapel	59
3634	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	670
3635	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	671
3641	200 & 202 Selfridge Ave	Double NCO Quarters B	Family Housing	342
3643	204 & 206 Selfridge Ave	Double NCO Quarters A	Family Housing	343
3645	208 & 210 Selfridge Ave	Double NCO Quarters A	Family Housing	344
3647	212 & 214 Selfridge Ave	Double NCO Quarters A	Family Housing	345
3649	216 & 218 Selfridge Ave	Double NCO Quarters B	Family Housing	346
3650	201 & 203 Luke Ave	Double NCO Quarters B	Family Housing	316
3652	205 & 207 Luke Ave	Double NCO Quarters A	Family Housing	317
3654	209 & 211 Luke Ave	Double NCO Quarters B	Family Housing	318
3656	213 & 215 Luke Ave	Double NCO Quarters A	Family Housing	319
3657	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	652
3658	217 & 219 Luke Ave	Double NCO Quarters B	Family Housing	320
3659	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	653
3660	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	654
3661	200 & 202 Bong Blvd	Double NCO Quarters B	Family Housing	304
3662	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	655
3663	204 & 206 Bong Blvd	Double NCO Quarters A	Family Housing	305
3665	208 & 210 Bong Blvd	Double NCO Quarters A	Family Housing	306
3667	212 & 214 Bong Blvd	Double NCO Quarters B	Family Housing	307
3727	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	674
3728	(No Street #) Alleyway	Garage, NCO	Garage, Family Housing	675
3731	300 & 302 Selfridge Ave	Double NCO Quarters B	Family Housing	347
3733	306 & 307 Selfridge Ave	Double NCO Quarters A	Family Housing	348
3735	308 & 310 Selfridge Ave	Double NCO Quarters A	Family Housing	349

3737	312 & 314 Selfridge Ave	Double NCO Quarters A Family Housing	350
3739	316 & 318 Selfridge Ave	Double NCO Quarters B Family Housing	351
3740	301 & 303 Luke Ave	Double NCO Quarters B Family Housing	323
3742	305 & 307 Luke Ave	Double NCO Quarters A Family Housing	324
3744	309 & 311 Luke Ave	Double NCO Quarters B Family Housing	325
3746	313 & 315 Luke Ave	Double NCO Quarters A Family Housing	326
3747	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	656
3748	317 & 319 Luke Ave	Double NCO Quarters B Family Housing	327
3749	(No Street #) Alleyway	Gas Regulator Station    Gas Meter Facility	75
3750	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	657
3751	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	658
3752	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	659
3761	300 & 302 Bong Blvd	Double NCO Quarters B Family Housing	308
3763	304 & 306 Bong Blvd	Double NCO Quarters A Family Housing	309
3765	308 & 310 Bong Blvd	Double NCO Quarters B Family Housing	310
3767	312 & 314 Bong Blvd	Double NCO Quarters A Family Housing	311
3769	316 & 318 Bong Blvd	Double NCO Quarters B Family Housing	312
3840	401 & 403 Luke Ave	Double NCO Quarters B Family Housing	329
3841	400 & 402 Luke Ave	Double NCO Quarters B Family Housing	330
3842	405 & 407 Luke Ave	Double NCO Quarters A Family Housing	331
3843	404 & 406 Luke Ave	Double NCO Quarters A Family Housing	332
3844	409 & 411 Luke Ave	Double NCO Quarters B Family Housing	333
3845	408 & 410 Luke Ave	Double NCO Quarters A Family Housing	334
3846	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	661
3847	412 & 414 Luke Ave	Double NCO Quarters B Family Housing	336
3848	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	660
3849	(No Street #) Alleyway	Garage, NCO          Garage, Family Housing	664
3861	400 & 402 Davis Ave	Double NCO Quarters A Family Housing	313
3863	404 & 406 Davis Ave	Double NCO Quarters A Family Housing	314
3871	500 & 502 Davis Ave	Double NCO Quarters A Family Housing	337

3873	504 & 506 Davis Ave	Double NCO Quarters A	Family Housing	338
4133	490 Icarus Rd	Bakery	Thrift Shop	61
4143	480 Icarus Rd	Ordnance Warehouse	Automotive Hobby Shop	93
4161	46 Billy Mitchell Dr	QM Warehouse	Warehouse Supply & Equip- ment Base	62
4162	(No Street #) Icarus Rd	QM Maintenance bldg	Warehouse Supply & Equip- ment Base	64
4173	(No Street #) Davis Ave E	QM Garage	Warehouse Supply & Equip- ment Base	63
5155	555 Davis Ave W	Bachelor Officer Quar- ters	Dorm VAQ	254
5163	(No Street #) Lindbergh Rd	Garage, Officers	Garage, Auto	608
5175	(No Street #) Lindbergh Rd	Garage, Officers	Garage, Auto	609
5341	41 Orville Wright Ave	200-man Barracks	HQ Major Command	501
5345	345 Davis Ave W	335-man Barracks	Base Personnel Office	502
5376	50 Vandenberg Ave	163-man Barracks	Post Office and Administra- tive Offices	503
5454	75 Barksdale Blvd E	Gymnasium	Squadron Operations	56
5541	841 Fairchild Ave	200-man Barracks	HQ Second Bomb Wing	504
5546	245 Davis Ave E	335-man Barracks	HQ Eighth Air Force	505
5576	66 Kenney Ave	163-man Barracks	HQ Eighth Air Force	506
5676	876 Luke Ave	Fire Station & Guard House	Security Police Operations	60
5733	605 Lindbergh Rd E	Parachute Bldg	Parachute Drying Tower, 31 Shop Equipment	
5740	805 Luke Ave	Photo Lab	Special Investigations Office	30
5743	620 Lindbergh Rd E	Air Corps Warehouse	General Purpose Aircraft 33 Shop	
5745	Davis Ave E	Paint, Oil & Dope House	Storage Liquid Oxygen	36
5755	630 Lindbergh Rd E	Air Corps Assembly Shop	Assembly Shop, Storage Facility	34
5758	Rickenbacker Ave	Service Station	Vehicle Maintenance Shop	728

5766	640 Lindbergh Rd E	Air Corps Machine Shop	General Purpose Aircraft Shop	35
5778	650 Lindbergh Rd E	Air Corps Warehouse	Jet Engine Shop / Air Corps Warehouse	41
6237	437 Lindbergh Rd W	Air Corps Hangar	Shop, Assembly, Administration	7
6238	339 Lindbergh Rd W	Air Corps Hangar	Squadron Operations	6
6249	349 Lindbergh Rd W	Group HQ & Operations	HQ Logistics Group	21
6402	105 Lindbergh Rd E	Hangar Operations Building	Gymnasium	5
6412	115 Lindbergh Rd E	Group HQ & Operations	Squadron Operations	20
6413	313 Lindbergh Rd E	Air Corps Hangar	Maintenance Dock	4
6415	315 Lindbergh Rd E	Air Corps Hangar	Administration, Weaponry	Office, 3
6426	425 Lindbergh Rd E	Air Corps Hangar	Fire Station	2

## Appendix B: The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1992

The Secretary of the Interior's Standards for the Treatment of Historic Properties may be applied to one historic resource type or a variety of historic resource types; for example, a project may include a complex of buildings such as a house, garage, and barn; the site, with a designed landscape, natural features, and archeological components; structures such as a system of roadways and paths or a bridge; and objects such as fountains and statuary.

### **Historic Resource Types & Examples**

**Building:** houses, barns, stables, sheds, garages, courthouses, city halls, social halls, commercial buildings, libraries, factories, mills, train depots, hotels, theaters, stationary mobile homes, schools, stores, and churches.

**Site:** habitation sites, funerary sites, rock shelters, village sites, hunting and fishing sites, ceremonial sites, petroglyphs, rock carvings, ruins, gardens, grounds, battlefields, campsites, sites of treaty signings, trails, areas of land, shipwrecks, cemeteries, designed landscapes, and natural features, such as springs and rock formations, and land areas having cultural significance.

**Structure:** bridges, tunnels, gold dredges, forewaters, canals, turbines, dams, power plants, corn-cribs, silos, roadways, shot towers, windmills, grain elevators, kilns, mounds, cairns, palisade fortifications, earthworks, railroad grades, systems of roadways and paths, boats and ships, railroad locomotives and cars, telescopes, carousals, bandstands, gazebos, and aircraft.

**Object:** sculpture, monuments, boundary markers, statuary, and fountains.

**District:** college campuses, central business districts, residential areas, commercial areas, large forts, industrial complexes, civic centers, rural villages, canal systems, collections of habitation and limited activity sites, irrigation systems, large farms, ranches, estates, or plantations, transportation networks, and large landscaped parks.

### **Treatments**

There are Standards for four distinct, but interrelated, approaches to the treatment of historic properties- Preservation, Rehabilitation, Restoration, and Reconstruction. **Preservation** focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time. (Protection and Stabilization have now been consolidated under this treatment.) **Rehabilitation** acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character. **Restoration** is undertaken to depict a property at a particular period of time in its history, while removing evidence of other periods. **Reconstruction** re-creates vanished or non-surviving portions of a property for interpretive purposes.

In summary, the simplification and sharpened focus of these revised sets of treatment Standards is intended to assist users in making sound historic preservation decisions. Choosing and appropriate treatment for a historic property, whether preservation, rehabilitation, restoration, or reconstruction is critical. This choice always depends on a verity of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation.

### **Preservation**

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. new exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

## **STANDARDS FOR PRESERVATION**

1. A property shall be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property shall be protected and, if necessary, stabilized until additional work may be undertaken.

2. The historic character of a property shall be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features shall be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. The existing condition of historic features shall be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair of limited replacement of a distinctive feature, the new material shall match the old in composition, design, color, and texture.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

#### PRESERVATION AS A TREATMENT.

When the property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations, Preservation may be considered as a treatment. Prior to undertaking work, a documentation plan for Preservation should be developed.

**Rehabilitation**

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

**STANDARDS FOR REHABILITATION**

1. A property shall be used as it was historically or be given a new use that requires minimal changes to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where their severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

#### REHABILITATION AS A TREATMENT.

When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate, Rehabilitation may be considered as a treatment. Prior to undertaking work, a documentation plan for Rehabilitation should be developed.

#### **Restoration**

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within the restoration project.

#### **STANDARDS FOR RESTORATION**

1. A property shall be used as it was historically or be given a new use which reflects the property's restoration period.
2. Materials and features from the restoration period shall be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationship that characterize the period shall not be undertaken.
3. Each property shall be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from

the restoration period shall be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

4. Materials, features, spaces, and finishes that characterize other historical periods shall be documented prior to their alteration or removal.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period shall be preserved.

#### RESTORATION AS A TREATMENT.

When the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods; when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned, Restoration may be considered as a treatment. Prior to undertaking work, a particular period of time, i.e., the restoration period, should be selected and justified, and a documentation plan for Restoration developed.

#### **Reconstruction**

Reconstruction is defined as the act or process of depicting by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

#### **STANDARDS FOR RECONSTRUCTION**

1. Reconstruction shall be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure, or object in its historic location shall be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate

reconstruction. If such resources must be disturbed, mitigation measures shall be undertaken.

3. Reconstruction shall include measures to preserve any remaining historic materials, features, and spatial relationships.
4. Reconstruction shall be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property shall re-create the appearance of the non-surviving historic property in materials, design, color, and texture.
5. A reconstruction shall be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically shall not be constructed.

#### RECONSTRUCTION AS A TREATMENT

When a contemporary depiction is required to understand and interpret a property's historic value (including the re-creation of missing components in a historic district or site); when no other property with the same associative value has survived; and when sufficient historical documentation exists to ensure an accurate reproduction, Reconstruction may be considered as a treatment. Prior to undertaking work, a documentation plan for Reconstruction should be developed.

The Preservation Assistance Division Prepares Guidelines to help property owners and others apply the Standards. The Guidelines provide general design and technical recommendations and establish a model process to follow in planning historic preservation project work. Please write: Preservation Assistance Division, National Park Service, P.O. Box 37127, Washington, D.C. 20013- 7127 for further information.

The Division also develops technical information on preserving, restoring, and rehabilitating historic properties. Many of these publications, such as the Preservation Briefs series, are available from the Superintendent of Documents, Government Printing Office. Write to the Division at the above address for a free copy of the current Catalog of Historic Preservation Publications, which includes stock numbers, prices, and a convenient order form. In addition, copies of leaflets on

preserving historic landscapes and on accessibility to historic buildings by individuals with disabilities may be requested.

## Appendix C: Building Descriptions

### Housing Type Biography

**Building Type:** C O Quarters A

**Number of Buildings:** 30

**Construction Dates:** Apr 1931 - Jun 1932

**Contractor:** Ashton Glassell Co.

**Original Size:** 2557 square feet

**Building Numbers:**

2030, 2032, 2131, 2133, 2141, 2143,  
2230, 2231, 2233, 2241, 2243, 2244,  
2261, 2263, 2343, 2345, 2361, 2363,  
2451, 2453, 2540, 2542, 2548, 2550,  
2560, 2561, 2564, 2567, 2661, 2665



### Building Type Description

The Company Officer Quarters Type A single family houses were designed in the French Colonial Revival style. They are located throughout the officer housing area, and they are typically arranged in pairs, sometimes framing other buildings. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The main mass of the buildings consists of an L-shaped two-story block with an additional one-story wing on the rear. The building facades are symmetrical except for the two-story porch wing set back on either the left or right side. Both levels of the side porch wing are now enclosed. An open entry porch projects from the center of the front facade.

A flight of five concrete steps with wrought iron railings leads to the entry porch. The standing seam metal regency mansard porch roof is supported by a wrought iron cornice and wrought iron posts. The primary building mass is covered by a hipped roof of flat clay tile; a nearly flat roof of standing seam metal covers the one-story rear wing. The side porches are covered by a shallow hipped roof of standing seam metal. The two barrel dormers on the front of each

building are covered with flat seam metal roofing and wood siding, and the rear shed dormer is covered with stucco and clay tile. There is a stucco chimney between the main block and the side porch wing, and another stucco chimney between the rear two-story wing and the one-story wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with stucco quoins. A wooden cornice surrounds each building just below the roof eaves. The foundation is detailed as a water table (a slight projection) with rectangular vent openings. There is a concrete beltcourse just below the windows of the second story. The beltcourse serves as a sill, and the roof cornice covers the lintels for the windows of the second story. All of the other windows have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails and cast concrete trim and lintels flank the entry porch. Above these are two double-hung windows. The second floor central window above the porch is double-hung with a wood panel below. The original arched double-hung windows in the front dormers have been replaced by aluminum rectangular double-hung windows with a fixed arched transom above. Many of the rear dormers retain the original wood casements. All of the other windows are compatible replacements, except those of the enclosed porch.

The first story side porch has semi-elliptical arched openings on stucco piers with accentuated impostes. These openings are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, stucco piers, impost blocks, and iron railings are preserved. The second story side porch has been enclosed in two different ways. The choice of enclosure method seems random. Originally, the porch was constructed of turned wood posts, screened panels, a wood cornice, and a railing of either wrought iron or paneled wood.

The first method of enclosure is non-compatible since only the original roof and cornice remain. The posts, screening and railings were removed. Wood-framed, stucco-clad walls and paired, double-hung windows now enclose the space. The alternate method of enclosure retains the posts, cornice, and roof but replaces the railings and screening with aluminum panels and fixed and double-hung windows. This enclosure is compatible since the wood posts and the open quality are retained.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms. Many of the kitchens have been enlarged by removing the breakfast nook and pantry. The bathrooms have been remodeled.

## Differentiating Features

This housing type is very similar to Company Officer Quarters Type AA. The differences between these housing types can be attributed to the fact that they were built by different contractors during different building campaigns. The following are features unique to C O Quarters Type A:

- One-story rear wing
- Rear shed dormer with stucco walls and clay tile roof
- Quoins on the lower level of the side porch
- Concrete beltcourse below second story windows
- Wood panel located between short second story central window and beltcourse
- Front porch roof rises to level of beltcourse
- Ornate cast concrete lintels above french windows
- Rectangular crawl space vent openings
- First floor plan arrangement of service spaces (laundry, bath, kitchen, maid's room, mechanical) extends into rear wing; breakfast rooms still extant in some kitchens

## Housing Type Biography

**Building Type:** C O Quarters A-A

**Number of Buildings:** 17

**Construction Dates:** Jan 1934 - Jan 1935

**Contractor:** R. P. Farnsworth & Co.

**Original Size:** 2074 square feet

**Building Numbers:**

2024, 2350, 2352, 2541, 2547, 2637, 2639, 2643, 2645, 2752, 2754, 2755, 2760, 2762, 2826, 2830, 2850



Typical Front Elevation

## Building Type Description

The Company Officer Quarters Type A-A single family houses were designed in the French Colonial Revival style. They are located throughout the officer housing area, and typically are arranged in pairs, sometimes framing other buildings. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The main mass of the buildings consists of an L-shaped two-story block. The building facades are symmetrical except for the two-story porch wing set back on either the left or right side. Both levels of the side porch wing are now enclosed. An open entry porch projects from the center of the front facade.

A flight of five concrete steps with wrought iron railings leads to the entry porch. The standing seam metal regency mansard porch roof is supported by a wrought iron cornice and wrought iron posts. The primary building mass is covered by a hipped roof of flat clay tile. The side porches are covered by a shallow hipped roof of standing seam metal. The two barrel dormers on the front are covered with flat seam metal roofing and wood siding, and the rear shallow barrel dormer is covered with wood sheathing and flat seam metal roofing. There is a stucco chimney between the main block and the side porch wing, and another stucco chimney behind the rear two-story wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with stucco quoins. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. All of the windows have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails and cast concrete trim flank the entry porch. Above these are two double-hung windows. The second floor central window above the porch is a shorter double-hung since the porch roof rises above the sill level

of the typical second story windows. The original arched double-hung windows in the front dormers have been replaced by aluminum rectangular double-hung windows with a fixed arched transom above. The rear dormers contain aluminum double-hung replacements as well. All of the other windows are compatible replacements, except those of the enclosed porch.

The first story side porch has semi-elliptical arched openings on stucco piers with accentuated imposts. These openings are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, stucco piers, impost blocks, and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible. The second story side porch has been enclosed in two different ways. The choice of enclosure method seems random. Originally, the porch was constructed of turned wood posts, screened panels, a wood cornice, and a railing of either wrought iron or paneled wood.

The first method of enclosure is non-compatible since only the original roof and cornice remain. The posts, screening and railings were removed. Wood-framed, stucco-clad walls and paired, double-hung windows now enclose the space. The alternate method of enclosure retains the posts, cornice, and roof but replaces the railings and screening with aluminum panels and fixed and double-hung windows. This enclosure is compatible since the wood posts and the open quality are retained.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms.

### **Differentiating Features**

This housing type is very similar to Company Officer Quarters Type A. The differences between these housing types can be attributed to the fact that they were built by different contractors during different building campaigns. The following are features unique to C O Quarters Type A-A:

- Rear shallow barrel dormer with wood walls and flat seam metal roof
- Quoins on the lower level of the side porch only on some buildings
- Concrete sills below all windows, including second story
- Steeper front porch roof rises to sill level of the shorter central window
- Ornate cast concrete lintels above french windows only on some buildings
- Oval crawl space vent openings
- First floor plan arrangement of service spaces (laundry, bath, kitchen, maid's room, mechanical) within main L-shaped block

## Housing Type Biography

**Building Type:** C O Quarters B

**Number of Buildings:** 13

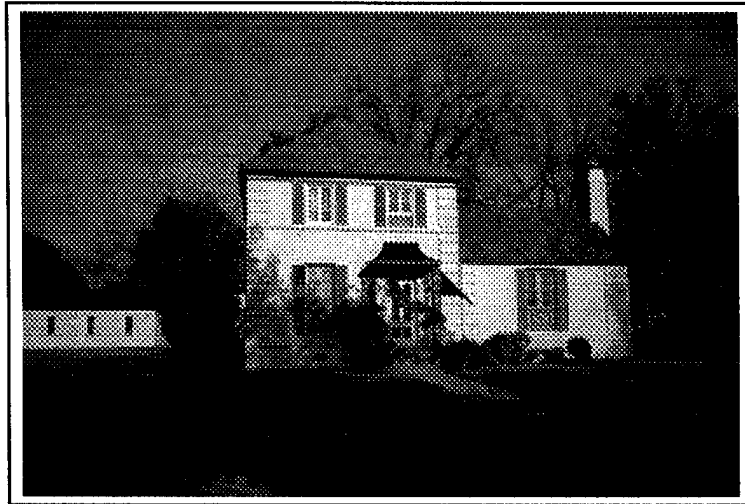
**Construction Dates:** Apr 1931 - Jun 1932

**Contractor:** Ashton Glassell Co.

**Original Size:** 2570 square feet

**Building Numbers:**

2544, 2546, 2562, 2660, 2664, 2640, 2644, 2691, 2695, 2840, 2844, 2851, 2855



Typical Front Elevation

## Building Type Description

The Company Officer Quarters Type B single family houses were designed in the French Colonial Revival style. They are located throughout the officer housing area, and typically are arranged in pairs framing other buildings. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The L-shaped building plan consists of a main two-story block and two wings. There is a one-story wing to either the left or right side of the main block and a two-story wing behind the main block. Behind the one-story side wing was a porch, now enclosed. An open entry porch projects from the front of the main two-story block.

A flight of three concrete steps with wrought iron railings leads to the entry porch. The standing seam metal regency mansard porch roof is supported by a wrought iron cornice and wrought iron posts. A hipped roof of flat clay tile covers the main two-story block and the rear wing. The side wing is covered by a gable tile roof with a standing seam metal shed roof over the porch behind. There are no dormers on the front of the buildings, but the shed dormer on each side and the shed dormer on the rear are roofed with flat seam metal and sided with wood. There is a stucco chimney at the end of the one-story side wing, and another chimney between the main block and the rear two-story wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with quoins. A wooden cornice surrounds the two-story part of each building just below the roof eaves. The foundations are detailed as water tables with rectangular vent openings. There is a concrete beltcourse just below the windows of the second story. This beltcourse serves as a sill, and the roof cornice covers the lintels for the

windows of the second story. All of the other windows have cast concrete sills, and all of the shutters are fixed replacements. One pair of wood replacement french windows balances the entry porch on the main facade. Another pair is located on the facade of the side wing. Both pairs of french windows have wrought iron rails. Above the french window is a paired three-light casement window, and above the entry is a paired two-light casement window with a wood panel below. There are double-hung aluminum replacement windows in the dormers. All of the windows are compatible replacements, except those of the enclosed porch.

The one-story porch behind the side wing has segmental arched openings that are now filled with stucco panels and non-compatible aluminum windows and a door. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings and iron railings are preserved. However, the use of the aluminum windows and door and stucco infill are not compatible.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms. Many of the kitchens have been enlarged by removing the breakfast nook. The bathrooms have been remodeled.

## Housing Type Biography

**Building Type:** C O Quarters C

**Number of Buildings:** 19

**Construction Dates:** Nov 1932 - Feb 1934

**Contractor:** S & W Construction Co.

**Original Size:** 2542 square feet

**Building Numbers:**

2040, 2042, 2060, 2130, 2132, 2140, 2142, 2160, 2240, 2242, 2260, 2262, 2340, 2360, 2362, 2563, 2565, 2693, 2852



**Typical Front Elevation**

### Building Type Description

The Company Officer Quarters Type C single family houses were designed in the French Colonial Revival style. They are located throughout the officer housing area, and typically are arranged in pairs, sometimes framed by other buildings. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The facades and massing of the buildings are symmetrical except for the one-story service wing that projects at the rear. The main two-story mass is flanked by two-story wings set back on each side. The lower level of either the left or right wing was a porch, now enclosed, with a sleeping porch above. The central portion of the front facade projects slightly; a porch and false balcony further emphasize the entry.

A flight of six concrete steps with wrought iron railings leads to the entry porch. The flat seam metal porch roof is supported by wood posts and a wood cornice, and is detailed as a false balcony surrounded by wrought iron railings. The central building mass is covered by a hipped roof of flat clay tile with a gable over the entry projection. The wings are also covered by hipped tile roofs. The rear one-story wing is covered by a clay tile gable roof. Each building has two shallow barrel dormers on the front and one on the rear that are covered with flat seam metal roofing and wood siding. There is a stucco chimney between the main block and the side porch wing; another chimney terminates the rear service wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with painted stucco and accented with stucco quoins at the corners, including the entry projection and the wings. A wooden cornice surrounds each building just

below the roof eaves. The foundations are detailed as water tables with oval vent openings. All of the windows have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails and cast concrete trim and lintels flank the entry porch. Above these are two double-hung windows. The second floor central window above the porch is double-hung with a decorative cast concrete surround and keystone. The central gable is formed by a raking cornice with returns above the quoins. A blind oval window with concrete trim is located inside this broken pediment. Arched double-hung aluminum replacement windows occupy the dormers but are non-compatible since the original windows were paired three-light casements. Both stories of the side wing have single double-hung windows, but the second story side sleeping porch has triple double-hung windows with stucco panels below. All of the windows are compatible replacements, except those of the enclosed porch.

The first story side porch has bracketed openings that are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and the bracketed openings and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms. Many of the kitchens have been enlarged by removing the pantry, and the bathrooms have been remodeled.

### **Differentiating Features**

This housing type is very similar to Company Officer Quarters Type CC. The differences between these housing types can be attributed to the fact that they were built by different contractors during different building campaigns. The following are features unique to C O Quarters Type C:

- One-story gabled rear wing to one side
- Rear chimney located at end of rear wing
- Quoins on the corners of the side wings
- Ornate cast concrete lintels and trim around french windows
- Stucco panels below windows of second story side sleeping porch
- Bracketed square openings on first story side porch
- First floor plan arrangement of service spaces (laundry, bath, kitchen, maid's room, mechanical) extends into rear wing

## Housing Type Biography

**Building Type:** C O Quarters CC

**Number of Buildings:** 12

**Construction Dates:** Jan 1934 - Jan 1935

**Contractor:** R. P. Farnsworth & Co.

**Original Size:** 1941 square feet

**Building Numbers:**

2341, 2543, 2545, 2641, 2642, 2756, 2757, 2828, 2842, 2853, 2662, 2663



Typical Front Elevation

## Building Type Description

The Company Officer Quarters Type CC single family houses were designed in the French Colonial Revival style. They are located throughout the officer housing area, and typically are framed by other buildings. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The buildings are symmetrical from the exterior. A small one-story mechanical room projects behind the main two-story mass, which is flanked by two-story wings set back on each side. The lower level of either the left or right wing was a porch, now enclosed, with a sleeping porch above. The central portion of the facade projects slightly; a porch and false balcony further emphasize the entry.

A flight of six concrete steps with wrought iron railings leads to the entry porch. The flat seam metal porch roof is supported by wood posts and a wood cornice, and is detailed as a false balcony surrounded by wrought iron railings. The central building mass is covered by a hipped roof of flat clay tile with a gable over the entry projection. The wings are also covered by hipped tile roofs. The mechanical room is covered by a hipped roof of standing seam metal. Each building has two shallow barrel dormers on the front and one on the rear that are covered with flat seam metal roofing and wood siding. There is a stucco chimney between the main block and the side porch wing; another chimney is at the rear of the building near the dormer. The gutters and downspouts are made of copper and have been painted.

The walls are covered with painted stucco and accented with stucco quoins at the corners, including the entry projection. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. All of the windows

have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails flank the entry porch. Above these are two double-hung windows. The second floor central window above the porch is double-hung with a decorative cast concrete surround and keystone. The central gable is formed by a raking cornice with returns above the quoins. A blind oval window with concrete trim is located inside this broken pediment. Arched double-hung aluminum replacement windows occupy the dormers but are non-compatible since the original windows were paired three-light casements. Both stories of the side wing have single double-hung windows, but the second story side sleeping porch has triple double-hung windows. All of the windows are compatible replacements, except those of the enclosed porch.

The first story side porch has arched openings that are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, concrete trim, concrete keystones, and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms. Many of the kitchens have been enlarged by removing the pantry, and the bathrooms have been remodeled.

### **Differentiating Features**

This housing type is very similar to Company Officer Quarters Type C. The differences between these housing types can be attributed to the fact that they were built by different contractors during different building campaigns. The following are features unique to C O Quarters Type CC:

- One-story mechanical room projecting at rear center
- Rear chimney located near rear dormer
- Quoins only on the corners of the main building
- Arched openings with concrete trim and keystones on first story side porch
- First floor plan arrangement of service spaces (laundry, bath, kitchen, maid's room) contained within main building mass

## Housing Type Biography

**Building Type:** F O Quarters A

**Number of Buildings:** 1

**Construction Dates:** Nov 1932 - Feb 1934

**Contractor:** S & W Construction Co.

**Original Size:** 3046 square feet

**Building Numbers:** 2571



Typical Front Elevation

### Building Type Description

The Field Officer Quarters Type A single family house was designed in the French Colonial Revival style. This single house and the F O Q Type A-1 houses are arranged in pairs at three locations in the officer housing area. Constructed of terra-cotta block bearing walls on a concrete foundation, the house contains two stories, an attic, and a crawl space. The exterior of the building is symmetrical except for the two-story service wing that projects at the rear, creating an L-shaped main block. The main two-story mass is flanked by two-story wings set back on each side. The lower level of the left side wing was a porch, now enclosed, with a sleeping porch above. The center of the front facade is marked by the projecting entry porch.

A flight of six concrete steps with wrought iron railings leads to the entry porch. Stucco walls surround the entry porch, and the roof is a standing seam metal regency mansard. The roof is trimmed with a decorative gutter, and the porch opening is framed by cast concrete trim with an ornamental keystone. The central building mass is covered by a hipped roof of flat clay tile; the wings are also covered by hipped tile roofs. The two shallow barrel dormers on the front and the single shallow barrel dormer on the rear are roofed with flat seam metal and sided with clay tiles. There is a stucco chimney between the main block and the side porch wing; another chimney terminates the rear service wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with stucco quoins. A wooden cornice surrounds the building just below the roof eaves. The foundation is detailed as a water table with oval vent openings. All of the windows have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails and cast concrete trim and lintels flank the entry porch. Above these are two double-hung windows. The second

floor central window above the porch is a decorative octagonal fixed-pivot combination with cast stone trim. Double-hung aluminum replacement windows are located in the dormers. Both stories of the side wing have single double-hung windows, but the second story side sleeping porch has french windows and metal balconette railings. The porch below has low arched openings framed with cast concrete trim and keystones that are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, concrete trim, concrete keystones, and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible. All of the other windows are compatible replacements.

The interior of this officer's house generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchen and bathrooms. The kitchen has been enlarged by removing the pantry, and the bathrooms have been remodeled.

### **Differentiating Features**

This housing type is very similar to Field Officer Quarters Type A-1. The differences between these housing types can be attributed to the fact that they were built by different contractors during different building campaigns. The following are features unique to F O Quarters Type A:

- Octagonal window above entry
- French windows on second story side sleeping porch
- Larger rear service wing with different plan arrangement; mechanical space is on grade level

## Housing Type Biography

**Building Type:** F O Quarters A-1

**Number of Buildings:** 5

**Construction Dates:** Jan 1934 - Jan 1935

**Contractor:** R. P. Farnsworth & Co.

**Original Size:** 2514 square feet

**Building Numbers:**

2549, 2573, 2635, 2647, 2751



Typical Front Elevation

## Building Type Description

The Field Officer Quarters Type A-1 single family houses were designed in the French Colonial Revival style. They are arranged with the single F O Q Type A house in pairs at three locations in the officer housing area. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The exterior of the building is symmetrical except for the two-story service wing that projects at the rear, creating an L-shaped main block. The main two-story mass is flanked by two-story wings set back on each side. The lower level of either the left or right side wing was a porch, now enclosed, with a sleeping porch above. The center of the front facade is marked by the projecting entry porch.

A flight of six concrete steps with wrought iron railings leads to the entry porch. Stucco walls surround the entry porch, and the roof is a standing seam metal regency mansard. The roof is trimmed with a decorative gutter, and the porch opening is framed by cast concrete trim with an ornamental keystone. The central building mass is covered by a hipped roof of flat clay tile; the wings are also covered by hipped tile roofs. The two shallow barrel dormers on the front and the single shallow barrel dormer on the rear are roofed with flat seam metal and sided with clay tiles. There is a stucco chimney between the main block and the side porch wing; another chimney terminates the rear service wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with stucco quoins. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. All of the windows have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails and cast concrete trim and lintels flank the entry porch. Above these are two double-hung windows. The second

floor central window above the porch is either double-hung or paired casements with cast concrete trim. Double-hung aluminum replacement windows are located in the dormers. Both stories of the side wing have single double-hung windows, but the second story side sleeping porch has paired casement or double-hung windows. The porch below has low arched openings framed with cast concrete trim and keystones that are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, concrete trim, concrete keystones, and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible. All of the other windows are compatible replacements.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms. Many of the kitchens have been enlarged by removing the pantry, and the bathrooms have been remodeled.

### **Differentiating Features**

This housing type is very similar to Field Officer Quarters Type A. The differences between these housing types can be attributed to the fact that they were built by different contractors during different building campaigns. The following are features unique to F O Quarters Type A-1:

- Double-hung or casement window above entry
- Paired double-hung or casement windows on second story side sleeping porch
- Smaller rear service wing with different plan arrangement; mechanical space is on first floor level

## Housing Type Biography

**Building Type:** F O Quarters B

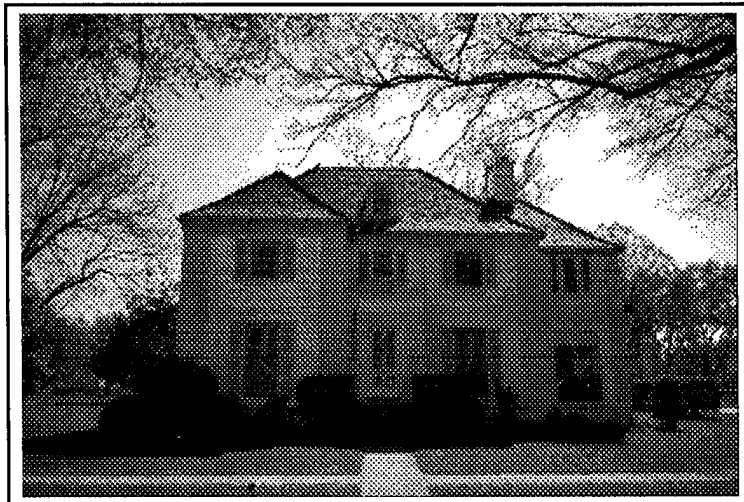
**Number of Buildings:** 4

**Construction Dates:** Nov 1932 - Feb 1934

**Contractor:** S & W Construction Co.

**Original Size:** 3059 square feet

**Building Numbers:**  
2680, 2684, 2780, 2784



Typical Front Elevation

### Building Type Description

The Field Officer Quarters Type B single family houses were designed in the French Colonial Revival style. They are located along one side of the open park in the officer housing area. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. These buildings exhibit complex massing. The main two-story mass of the buildings forms an L-shape since the left side projects forward. There is also a two-story porch wing set back on the right side and another two-story wing projecting from the rear. The entry vestibule projects next to the main front facade projection.

A flight of six concrete steps with wrought iron railings leads to the entry porch which is simply a concrete stoop in front of the vestibule. The vestibule is detailed with projecting quoins and a concrete cornice, and the doorway is framed by concrete trim with a keystone. A parapet wall conceals the flat seam metal roof. The buildings are covered by complex hipped roofs of flat clay tiles. The side porch wing and rear wing are covered by similar hipped tile roofs. Each building has one barrel dormer on the front covered with metal; there is a similar dormer on the rear. Another barrel dormer on the left side is filled with louvers. There is a stucco chimney between the main block and the side porch wing; another chimney terminates the rear wing. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with stucco quoins at the corners, including the porch wing. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. All of the windows have cast concrete sills, and all of the shutters are fixed replacements. Two wood replacement french windows with wrought iron rails and cast concrete trim and lintels are located on the lower level, one centered in the facade projection and one next to the entry. Above these are double-

hung windows. Over the entry vestibule is a double-hung window with a wood panel below. The original arched double-hung windows in the dormers have been replaced by aluminum rectangular double-hung windows with a fixed arched transom above. All of the windows are compatible replacements, except those of the enclosed porches.

The second story side sleeping porch has triple double-hung windows. The first story side porch has low arched openings that are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, concrete trim, concrete keystones, and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms, which have been remodeled.

## Housing Type Biography

**Building Type:** F O Quarters C

**Number of Buildings:** 4

**Construction Dates:** Nov 1932 - Feb 1934

**Contractor:** S & W Construction Co.

**Original Size:** 3132 square feet

**Building Numbers:**  
2671, 2675, 2771, 2777



Typical Front Elevation

### Building Type Description

The Field Officer Quarters Type C single family houses were designed in the French Colonial Revival style. They are located along one side of the open park in the officer housing area. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The L-shaped buildings are formed from a main two-story block and two wings. There is a rear two-story wing and another two-story wing to the left side of the main block. The front of the side wing contained a porch, now enclosed, with a sleeping porch above. The open entry porch projects near the center of the front facade.

A flight of four concrete steps with wrought iron railings leads to the entry porch. The standing seam metal regency mansard porch roof is supported by a wrought iron cornice and wrought iron posts. A hipped roof of flat clay tile covers the main block, and hipped tile roofs with lower ridges cover the two wings. The porches on the front of the side wing are covered with a nearly flat standing seam metal roof. On each building there is one shallow barrel dormer on the front, one barrel dormer and one shallow barrel dormer with louvers on the side, and one barrel dormer on the rear. All of the dormers are roofed with flat seam metal and sided with clay tiles. There are stucco chimneys at the ends of the side and rear wings. The gutters and downspouts are made of copper and have been painted.

The walls are covered with stucco and accented with quoins at the corners and entry. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. All of the windows have cast concrete sills, and all of the shutters are fixed replacements. One pair of wood replacement french windows with wrought iron rails is next to the entry porch on the main facade. Above this french window is a double-hung window, and above the entry is a double-hung window with a decorative concrete sill and

keystone. The window in the front dormer is a double-hung aluminum replacement, and the side and rear barrel dormers retain the original round wood pivot windows. All of the other windows are compatible replacements, except those of the enclosed porch.

The second floor sleeping porch in the side wing retains its original appearance with wood replacement french windows and wrought iron railings. The enclosed porch below has low arched openings framed with cast concrete trim and keystones. These openings are now filled with stucco panels and non-compatible aluminum windows. The enclosure is compatible since the open quality is retained through the extensive use of glass and since the arched openings, concrete trim, concrete keystones, and iron railings are preserved. However, the use of the aluminum windows and stucco infill are not compatible.

The interior of these officers' houses generally consists of the original textured plaster walls and ceilings and the original wood trim and floors. The major interior modifications have occurred only in the kitchens and bathrooms which have been remodeled.

### **Differentiating Features**

Although all four examples of this housing type were identical as originally constructed, one house (2675) was later modified and renamed as Field Officer Quarters Type C-1. The only difference between this house and the other houses is that the first story porch was enclosed with french windows and fixed sidelights instead of the aluminum double-hung windows.

## Housing Type Biography

**Building Type:** F O Quarters D

**Number of Buildings:** 1

**Construction Dates:** Mar 1933 - Aug 1934

**Contractor:** Worsham Brothers

**Original Size:** 3120 square feet

**Building Numbers:** 2151



### Building Type Description

Typical Front Elevation

This French Colonial Revival style building is the only Field Officer Quarters Type D single family house. In its original form, the house contained 3120 square feet of living space. Constructed of terra-cotta block bearing walls on a concrete foundation, the building contains two stories, an attic, and a crawl space. The building exhibits complex massing formed from an L-shaped main two-story block and a large two-story wing to the left of the front facade. There are also one-story wings, porches, and patios that add to the complexity of the building.

The two-story part of the building is covered by a complex hipped roof of flat clay tiles. The central part of the facade projects; a large shallow barrel dormer is centered above this projection. This dormer is roofed with flat standing seam metal and sided with clay tiles. There is a smaller similar dormer on the left wing of the facade; another is located on the right side elevation. The main block of the rear facade has three shallow barrel dormers also roofed with metal and sided with tiles. There is one chimney between the main L-shaped wing and the side wing; another chimney terminates the left side of the L-shaped wing. The gutters and downspouts are copper and have been painted.

The entry is located in the inside corner of the L-shaped mass, next to the projection on the facade. The entry is covered by a one-story porch of stucco walls and a flat roof. There is an arched opening in the front and side walls of the entry porch that is framed by cast stone trim with a cast keystone. There is a cast stone cornice and parapet wall concealing the porch roof. There is a flight of concrete steps with wrought iron railings leading up to the entry porch. To the right of the facade is a one-story garage with a cast stone balustrade surrounding the terrace above. On the opposite end of the building is a similar one-story wing with a solid parapet above. This room was an addition built on an original exterior terrace.

The walls are covered with stucco and accented with stucco quoins. A wooden cornice surrounds the building just below the roof eaves. The foundation is detailed as a water table with oval vent openings. All of the windows have cast concrete sills, and many have cast concrete lintels or surrounds. The shutters are fixed replacements. The projecting part of the facade contains a rusticated strip in the center. On the second level this strip contains a french window with a metal rail. Below is a multi-light octagonal window flanked by two double-hung windows. The recessed facade to the left contains the entry porch with a double-hung window above and an extremely large arched double-hung window with a cast stone surround to the left. The rear facade faces Barksdale Boulevard, and the projecting portion is very regular with evenly spaced double-hung windows above french windows. The other elevations contain similar fenestration.

The interior of this house has been extensively remodeled, but it still retains some of the original textured plaster walls and ceilings and original wood trim.

## Housing Type Biography

**Building Type:** N C O Quarters A

**Number of Buildings:** 32

**Construction Dates:**

1. Apr 1931 - Jun 1932
2. Nov 1932 - Feb 1934
3. Nov 1933 - Sep 1934

**Contractor:**

1. L. C. Maples
2. S & W Construction Co.
3. Landis & Young Builders

**Original Size:** 2520 square feet

**Building Numbers:**

1. 3260, 3261, 3360, 3652, 3656, 3742, 3746, 3842, 3843, 3845, 3663, 3665, 3763, 3767, 3861, 3863, 3871, 3873
2. 3571, 3573, 3643, 3645, 3647, 3733, 3735, 3737
3. 3033, 3043, 3561, 3563, 3564, 3566



**Typical Front Elevation**

## Building Type Description

The NCO Quarters Type A duplexes were designed in the French Colonial Revival style. They are located throughout the NCO housing area and typically are located between NCO Type B duplexes. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The main two-story mass of each building is divided into two units by a party wall and was originally flanked by two-story side porches, now enclosed. Two smaller porches, also enclosed, and two mechanical rooms extend from the rear of the main block. Joint entry porches project from the center of the front facade.

Twin flights of six concrete steps with wrought iron railings lead to the entry porches. These porches are separated by a wrought iron and stucco dividing wall. Flat arches on stucco piers overlain with engaged pilasters and a wooden cornice support the standing seam metal regency mansard porch roof. The main roof is hipped and covered with flat clay tiles. The side porches are covered with shed roofs of standing seam metal. The four barrel dormers on each building are covered with standing seam metal roofing and wood siding. A stucco chimney defines the separation of the main mass from the enclosed porches on each side. The rear porches are roofed

with standing seam metal hipped roofs, and the mechanical rooms have flat built-up roofs that replaced the original sheet metal roofs.

The wall surface is painted stucco accented with stucco quoins. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. A concrete beltcourse separates the second story from the first and serves as sills for the second story windows. The other window sills are cast concrete, and the shutters are fixed replacements. Two wood replacement french windows with wrought iron railings flank the entry porch on the front facade, and two double-hung windows flank two permanently shuttered openings on the second story. These shutters are original and conceal bathrooms behind. All other shutters are fixed replacements. The windows in the dormers are double-hung compatible aluminum replacements. All of the original windows have been replaced by compatible wood and aluminum double-hung windows.

The single and paired double-hung windows on the enclosed side porches are compatible with the original fenestration of the main building, though they are not original. Both the first and second story enclosed side porches retain nothing of the original wooden open porches except the wood trim from the second floor and roof levels. Ghost arches do appear on the side walls of the first level porches although they are not remnants of the original porch. As a whole, the enclosure of these porches is incompatible, for they retain none of the openness of the original porches.

The interiors of these NCO's duplexes typically consist of the original textured plaster walls and ceilings and original wood trim and floors. Most major changes have occurred in the kitchens, bathrooms, and porches. The enclosed rear porches are now laundry rooms open to the kitchens, and the enclosed side porches now contain bathrooms and bedrooms. Some units have had a hallway added within the second story to create a third bedroom out of the upper enclosed porch.

### **Differentiating Features**

The houses of the first building campaign were built with casement windows, and the houses of the second and third campaigns were built with double-hung windows. Today, the houses all contain replacement aluminum and wood double-hung windows.

## Housing Type Biography

**Building Type:** N C O Quarters B

**Number of Buildings:** 30

**Construction Dates:**

1. Apr 1931 - Jun 1932
2. Nov 1932 - Feb 1934
3. Nov 1933 - Sep 1934

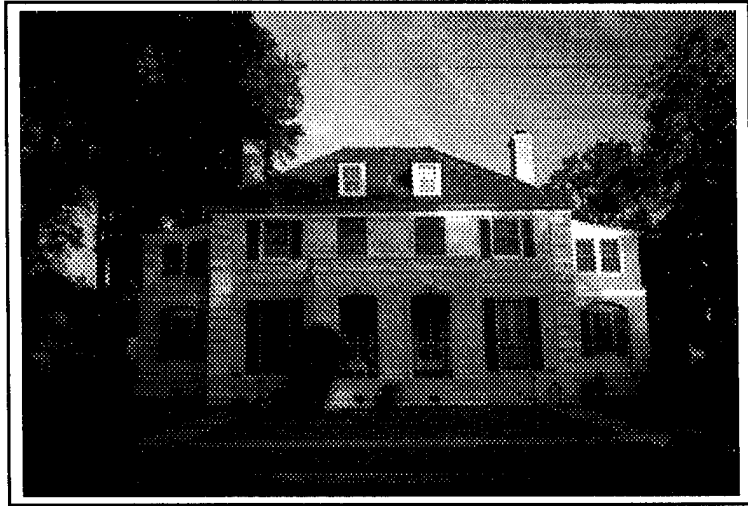
**Contractor:**

1. L. C. Maples
2. S & W Construction Co.
3. Landis & Young Builders

**Original Size:** 2520 square feet

**Building Numbers:**

1. 3161, 3650, 3654, 3658, 3740, 3744, 3748, 3840, 3841, 3661, 3667, 3761, 3765, 3769, 3844, 3847
2. 3575, 3641, 3649, 3731, 3739, 3045, 3351
3. 3031, 3035, 3041, 3140, 3141, 3560, 3568



Typical Front Elevation

## Building Type Description

The NCO Quarters Type B duplexes were designed in the French Colonial Revival style. They are located throughout the NCO housing area, typically at the corners of the blocks. Constructed of terra-cotta block bearing walls on a concrete foundation, the houses contain two stories, an attic, and a crawl space. The main two-story mass of each building is divided into two units by a party wall and was originally flanked by two-story side porches, now enclosed. Two smaller porches, also enclosed, and two mechanical rooms extend from the rear of the main block. Joint entry porches project from the center of the front facade.

Twin flights of six concrete steps with wrought iron railings lead to the entry porches. These porches are separated by a wrought iron and stucco dividing wall. The walls of the porches are stucco with large flat arched openings with cast concrete trim and keystones. A wooden cornice decorates the upper part of the porch wall, which forms a parapet to conceal the flat seam metal roof. The main roof is hipped and covered with flat clay tiles; the side porches are covered with shed roofs of standing seam metal. The four hipped dormers on each building are covered with flat clay roof tiles and wood siding. A stucco chimney defines the separation of the main mass from the enclosed porches on each side. The rear porches are roofed with standing seam metal.

hipped roofs, and the mechanical rooms have flat built-up roofs that replaced the original sheet metal roofs.

The wall surface is painted stucco accented with stucco quoins. A wooden cornice surrounds each building just below the roof eaves. The foundations are detailed as water tables with oval vent openings. A concrete beltcourse separates the second story from the first and serves as sills for the second story windows. The other window sills are cast concrete, and the shutters are fixed replacements. Two wood replacement french windows with wrought iron railings flank the entry porch on the front facade, and two double-hung windows flank two permanently shuttered openings on the second story. These shutters are original and conceal bathrooms behind. All other shutters are fixed replacements. The windows in the dormers are double-hung compatible aluminum replacements. All of the original windows have been replaced by compatible wood and aluminum double-hung windows.

The paired double-hung windows on the enclosed side porches are compatible with the original fenestration of the main building, though they are not original. The second story enclosed side porches retain nothing of the original wooden open porches except the wood trim from the second floor and roof levels. Ghost arches of the original porch openings are evident on the first level although they have been filled with stucco and double-hung windows. As a whole, the enclosure of these porches is incompatible, for they retain none of the openness of the original porches.

The interiors of these NCO's duplexes typically consist of the original textured plaster walls and ceilings and original wood trim and floors. Most major changes have occurred in the kitchens, bathrooms, and porches. The enclosed rear porches are now laundry rooms open to the kitchens, and the enclosed side porches now contain bathrooms and bedrooms. Some units have had a hallway added within the second story to create a third bedroom out of the upper enclosed porch.

### **Differentiating Features**

The houses of the first building campaign were built with casement windows, and the houses of the second and third campaigns were built with double-hung windows. Today, the houses all contain replacement aluminum and wood double-hung windows.

## Building Type Biography

**Building Type:** 163-man Barracks

**Number of Buildings:** 2

**Construction Dates:**

1. Apr 1931 - Jul 1932
2. Apr 1932 - Dec 1932

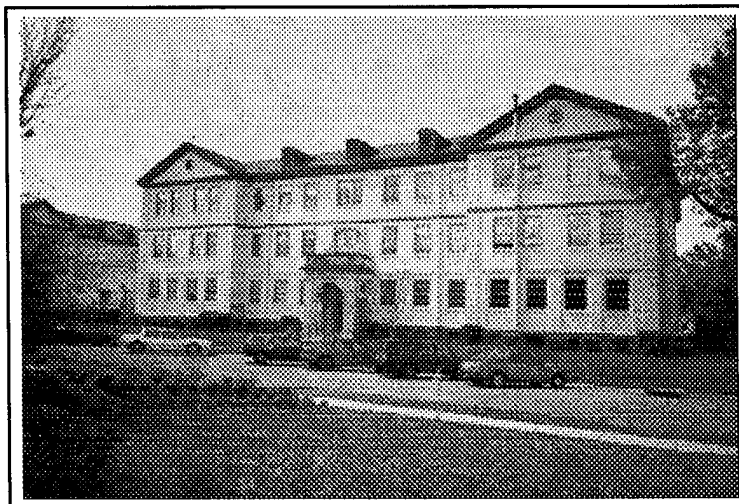
**Contractor:**

1. Ashton Glassell Co.
2. W. Murray Werner

**Original Size:** 35,991 square feet

**Building Numbers:**

1. 5576
2. 5376



Typical Front Elevation

## Building Type Description

This French Colonial Revival style building is one of two barracks buildings built to house 163 men. Constructed of terra-cotta block bearing walls on a concrete foundation, the building consists of three stories, an attic, and a basement. In its original form, the barracks contained 35,991 square feet above the basement. The building mass is composed of two large side wings that are connected by a perpendicular wing forming a U-shaped plan. The recess on the rear of the building contains porches for each floor. Some of the porches have been enclosed.

The two side wings project slightly from the front facade, and they are covered with clay tile gable roofs with pediments expressed on the front and the rear. The roof of building 5576 has been replaced with fiberglass shingles. The roof of the connecting wing maintains the same slope and height as those of the side wings. The rear porches are covered with shallow complex hipped roofs of standing seam metal. There are three shallow barrel dormers on the front and back of the central roof and on both sides of the side wings. There is one chimney located at the intersection of the right wing and the central mass; another chimney terminates the left wing.

The front facade is marked by a cast stone projecting entry portico in the center. This portico is detailed as a semicircular arch on piers overlain with rusticated pilasters. The roof of the entry portico is detailed as a false balcony with a cast stone balustrade. The large second story window above the entry has a decorative cast stone surround. The walls are covered with stucco and accented with stucco quoins at the corners of the side wings. The foundation is detailed as

a water table with rectangular basement windows. The stories are separated by beltcourses, and there is a wood cornice with built-in gutters below the roof. This cornice also defines the pediments within the gables. On the lower level of the building the windows are set in shallow arched recesses. The fenestration is similar on all three levels, with the windows evenly disposed along the elevations. The original casement with transom windows have been replaced with non-compatible double-hung windows. All of the windows have cast concrete sills. Some windows have been removed and filled-in with stucco, but some cast concrete sills have not been removed and they mark the window openings. There are round pivot windows in the pediments of the side wings, and the dormers retain the casement windows.

The back of these buildings have three levels of porches. The ground-level porch has stucco walls with arched openings. The upper portion of this wall forms a railing wall for the second level porch. The third level porch has an iron railing. The second and third level porches are supported by columns that are detailed as giant order pilasters. These columns rest on the stucco wall of the ground level porch. The back porches on building 5576 have been enclosed with stucco and double-hung windows. The lower level arches have been removed, but the giant order pilasters on the upper two levels are still visible on the enclosure walls.

The interiors of these buildings have been extensively modified as the building use has changed.

## Building Type Biography

**Building Type:** 200-man Barracks

**Number of Buildings:** 2

**Construction Dates:**

1. Apr 1931 - Jul 1932
2. Oct 1933 - Oct 1934

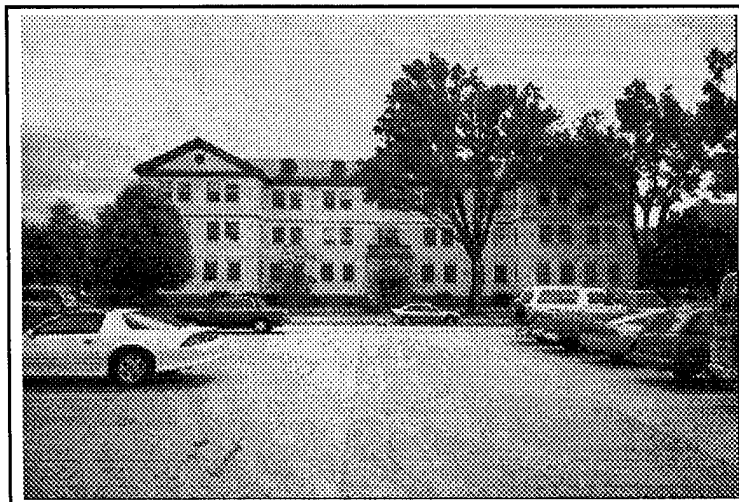
**Contractor:**

1. Ashton Glassell Co.
2. Worsham Brothers

**Original Size:** 49,935 square feet

**Building Numbers:**

1. 5541
2. 5341



Typical Front Elevation

## Building Type Description

This French Colonial Revival style building is one of two barracks buildings built to house 200 men. Constructed of terra-cotta block bearing walls on a concrete foundation, the building consists of three stories, an attic, and a basement. In its original form, the barracks contained 49,934 square feet above the basement. The building mass is composed of two large side wings that are connected by a perpendicular wing forming a U-shaped plan. The recess at the rear of the building contains porches for each floor. Some of the porches have been enclosed.

The two side wings project from the front facade. They are covered with clay tile gable roofs with pediments expressed on the front and the rear. The roof of the connecting wing maintains the same slope and height as those of the side wings. The roof of building 5541 has been replaced with fiberglass shingles. The rear porches are covered with shallow complex hipped roofs of standing seam metal. There are five shallow barrel dormers on the front and back of the central roof and three dormers on both sides of the side wings. There is one chimney located at the intersection of the right wing and the central mass; another chimney terminates the left wing.

The front facade is marked by a cast stone projecting entry portico in the center. This portico is detailed as a semicircular arch on piers overlain with rusticated pilasters. The roof of the entry portico is detailed as a false balcony with a cast stone balustrade. The large second story

window above the entry has a decorative cast stone surround. The walls are covered with stucco and accented with stucco quoins at the corners of the side wings. The foundation is detailed as a water table with rectangular basement windows. The stories are separated by beltcourses, and there is a wood cornice with built-in gutters below the roof. This cornice also defines the pediments within the gables. On the lower level of the building the windows are set in shallow arched recesses. The fenestration is similar on all three levels, with the windows grouped in pairs that are evenly disposed along the elevations. The original casement with transom windows have been replaced with non-compatible double-hung windows. All of the windows have cast concrete sills. Some windows have been removed and filled-in with stucco, but some cast concrete sills have not been removed and they mark the window openings. There are round pivot windows in the pediments of the side wings, and the majority dormers retain their casement windows though some have been covered with louvers.

The back of these buildings have three levels of porches. The ground-level porch has stucco walls with arched openings. The upper portion of this wall forms a railing wall for the second level porch. The third level porch has an iron railing. The second and third level porches are supported by columns that are detailed as giant order pilasters. These columns rest on the stucco wall of the ground level porch. The back porches on building 5541 have been enclosed with stucco and double-hung windows. The lower level arches have been removed, but the giant order pilasters on the upper two levels are still visible on the enclosure walls.

The interiors of these buildings have been extensively modified as the building use has changed.

## Building Type Biography

**Building Type:** 335-man Barracks

**Number of Buildings:** 2

**Construction Dates:**

1. Apr 1931 - Jul 1932
2. Oct 1933 - Oct 1934

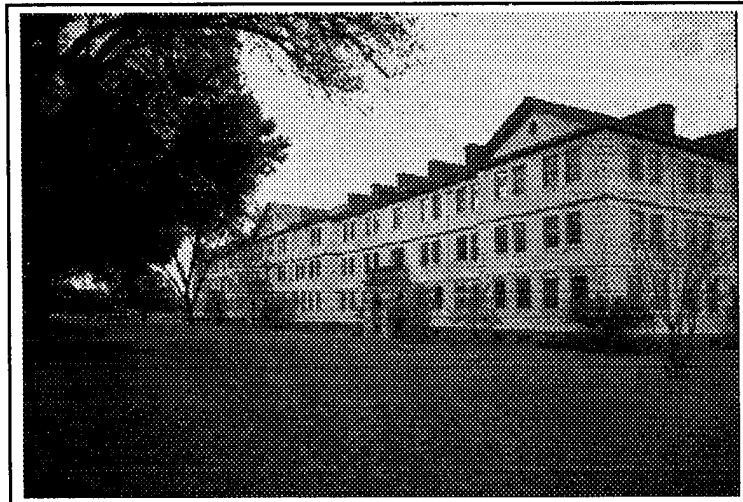
**Contractor:**

1. Ashton Glassell Co.
2. Worsham Brothers

**Original Size:** 67,320 square feet

**Building Numbers:**

1. 5546
2. 5345



Typical Front Elevation

## Building Type Description

This French Colonial Revival style building is one of two barracks buildings built to house 335 men. Constructed of terra-cotta block bearing walls on a concrete foundation, the building consists of three stories, an attic, and a basement. In its original form, the barracks contained 67,320 square feet above the basement. The E-shaped building mass is composed of a central T-shaped building mass flanked by two L-shaped wings. The recess at the rear of the building contains porches for each floor. Some of the porches have been enclosed.

The ends of the two flanking wings and the center wing project from the front facade with gable roofs expressed as pediments. The central building mass projects slightly to create the image of a central building mass with a hipped roof split by a gable. The roofs of the connecting flanking wings maintain the same slope and height as those of the other roofs. Building 5345 still has an original clay tile roof. The roof of building 5546 has been replaced with fiberglass shingles. The rear porches are covered with shallow complex hipped roofs of standing seam metal. There are several shallow barrel dormers on every roof facet that typically align with the bays of the elevation. There are three chimneys, each located at the end of a gabled wing.

The front facade is marked by three cast stone projecting entry porticos, one in the center and one in the center of each flanking wing. These porticos are all detailed as a semicircular arch

on piers overlain with rusticated pilasters. The roofs of the entry porticos are detailed as false balconies with a cast stone balustrade. The large second story windows above the entries have decorative cast stone surrounds, with that of the center entry more elaborate. The walls are covered with stucco and accented with stucco quoins at the corners of the side wings. The foundation is detailed as a water table with rectangular basement windows. The stories are separated by beltcourses, and there is a wood cornice with built-in gutters below the roof. This cornice also defines the pediments within the gables. On the lower level of the building the windows are set in shallow arched recesses. The fenestration is similar on all three levels, with the windows grouped in pairs that are evenly disposed along the elevations. The original casement with transom windows have been replaced with non-compatible double-hung windows. All of the windows have cast concrete sills. Some windows have been removed and filled-in with stucco, but some cast concrete sills have not been removed and they mark the window openings. There are round pivot windows in the pediments of the facade, but the dormers have been filled with louvers.

The back of these buildings have three levels of porches. The ground level porch has stucco walls with arched openings. The upper portion of this wall forms a railing wall for the second level porch. The third level porch has an iron railing. The second and third level porches are supported by columns that are detailed as giant order pilasters. These columns rest on the stucco wall of the ground level porch. Much of the back porch space on building 5546 has been enclosed with stucco and double-hung windows. The lower level arches have been removed, but the giant order pilasters on the upper two levels are still visible on the enclosure walls.

An additional wing was added to one building on the right side. The addition is similar in massing, materials, and details to the original building. It consists of a fourth pedimented projection connected by a three-bay wing. There are no windows in the addition, but blind windows correspond to the original fenestration.

The interiors of these buildings have been extensively modified as the building use has changed.

## Housing Type Biography

**Building Type:** Garage, Officers & NCO

**Number of Buildings:** 54

**Construction Dates:** 1932-1934

**Contractor:** Maples Construction Company

**Original size:**

2-bay: 386 s.f.	5-bay: 946 s.f.
3-bay: 640 s.f.	6-bay: 1133 s.f.
4-bay: 759 s.f.	17-bay: 3186 s.f.

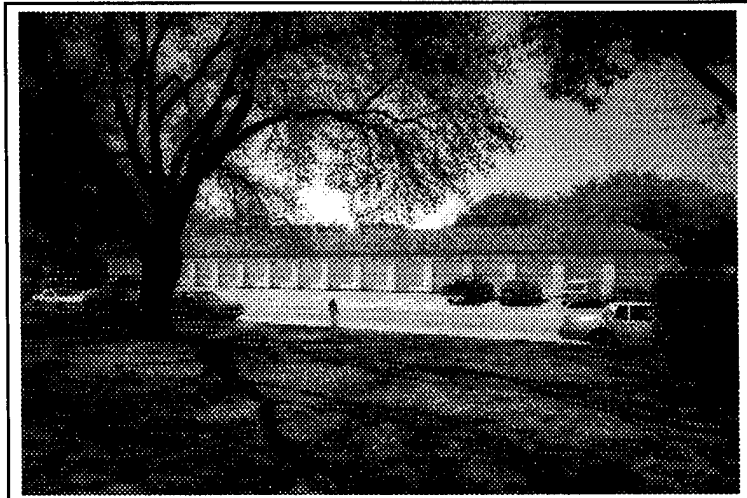
### Building Numbers

Officer garages:

2-bay:	2553, 2646, 2648, 2666, 2667
3-bay:	2522, 2552, 2554, 2649, 2650, 2668, 2669, 2764, 2766, 2767 2787, 2788
4-bay:	2520, 2568, 2628, 2835, 2854
5-bay:	2569, 2686, 2687, 2765, 2846
6-bay:	2551
17-bay:	5163, 5175

NCO garages:

4-bay:	3570, 3572, 3576, 3577
5-bay:	2714, 3634, 3635, 3657, 3659 3846, 3848
6-bay:	3554, 3555, 3574, 3660, 3662 3727, 3728, 3747, 3750, 3751 3752
12-bay:	3849



## Building Type Description

This garage for family housing is one of many similar outbuildings in the historic district. The structure is one story, constructed of terra-cotta block walls on a concrete pad foundation. The exterior is stucco with a hipped roof that matches the French Colonial Revival styling of the historic district. The roof is asphalt shingle, which has replaced the original clay tile. The original gutters and downspouts have also been removed. Steel overhead doors have replaced the wood panel doors, and the metal casement windows to the rear, where extant, are original. The roof is trimmed with a wood cornice, and the windows have cast concrete sills. Exterior lighting and fuse boxes have been added. The interiors are intact and are distinguished by an open wood truss ceiling, glazed terra-cotta block walls and a concrete floor. The rectangular building varies as to how many bays it contains, depending on the location and the number of families it serves. There two 17-bay garages. They were built to service the Bachelor Officer's Quarters and are now storage space.

## Building Type Biography

**Building Type:** Group Headquarters

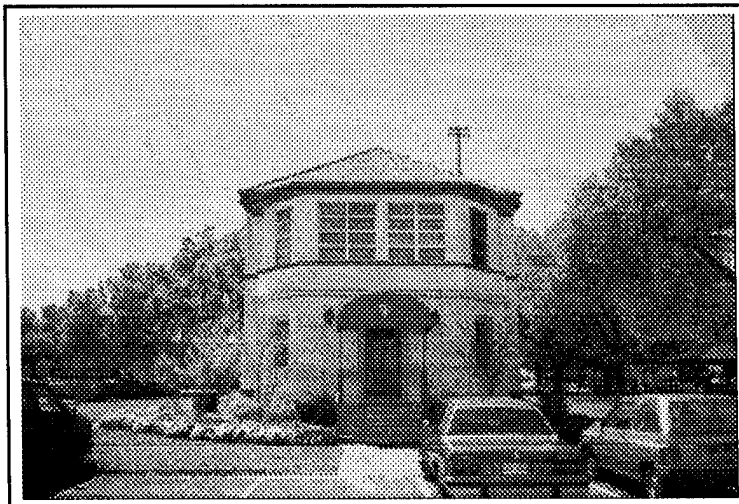
**Number of Buildings:** 2

**Construction Dates:** Jan 1934 - Dec 1934

**Contractor:** R. P. Farnsworth & Co.

**Original Size:** 7,320 square feet

**Building Numbers:**  
6249, 6412



Typical Front Elevation

## Building Type Description

The Group Headquarters and Operations buildings are located near the airfield and are detailed in the French Colonial Revival style. This building is an elongated rectangle in plan with a pavilion at one end and a small mechanical room at the other. Originally the building was 7320 square feet. There are two stories with an attic and a crawl space. The long length of the structure is relieved by projecting center bays on both sides capped by pediments. The entire building is roofed with a hipped clay tile roof, except the pavilion and the mechanical room addition which have flat roofs. Barrel dormers punctuate the roof on both sides; they are covered with metal siding.

The terra-cotta walls are painted stucco and accented with quoins. A beltcourse separates the first from the second floor and acts as a sill for the second story windows. A cornice trims the wall under the roof. A stucco band is visible under the cornice. A gutter system is attached to the edge of the roof. The crawlspace is detailed as a water table.

The main door is defined by a cast concrete curved pediment. It is reached by a small stair. A simpler door is located opposite this main door. The windows on the first level have cast concrete surrounds with keystones, those on the second level have the surrounds without the keystones. The pavilion is detailed with quoins and has a parapet roof with a separate cast stone beltcourse under this. All exterior lighting fixtures appear to be original.

The windows have all been replaced, most with double-hung aluminum. There are decorative oval windows in the pediments of the pavilions and all the dormers have round windows. There have also been two additions to the building, one on each of the narrow sides. A second story, added to the pavilion near the airfield, was built on the parapet roof and has a simple flat roof.

The pavilion has a door that is reached by going up five steps and has a cast concrete surround. The other addition is a small mechanical room that is unobtrusive yet incompatible. The interior has been modified.

## Building Type Biography

**Building Type:** AC Hangar A-A

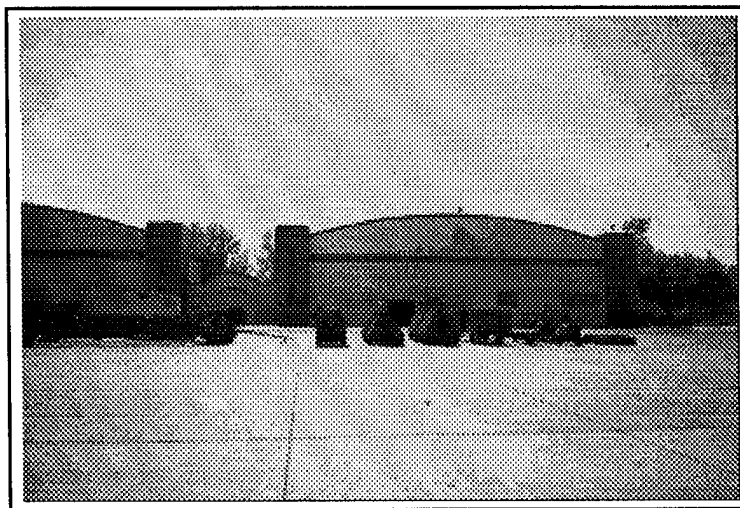
**Number of Buildings:** 2

**Construction Dates:** Dec 1933 - Oct 1934

**Contractor:** James T. Taylor

**Original Size:** 29,263 square feet

**Building Numbers:**  
6237, 6238



Typical Front Elevation

### Building Type Description

The Air Corps A-A design hangars are utilitarian structures each consisting of two hangars connected by a one-story service hallway. The total square footage for the space is 29,263. The mass of the hangars also includes a pier at the corners of each hangar with a bowstring truss spanning the piers. One-story appendages to the long sides of the hangars complete the massing. The front facade faces the airfield while the rear facade faces Lindbergh Street.

There are two different roof types for the complex: barrel and flat. Both roof types have a parapet. The barrels occur over the hangars, and the flat roofs over the service hall and the one-story side appendages. The barrels are covered with asphalt shingle; the flat roofs are built-up roofing.

The buildings are dominated by metal and glass curtain walls and large overhead canopy doors at front and back. The piers and parts of the walls are of terra-cotta block. The foundation and floor is concrete, as is the ceiling inside. The structure is simple in design, with the only ornament occurring at the piers and at the front entry of the central hall. The piers are cut back at the top and have a vertical line of casement windows on three sides. The windows have been painted over and are now inoperable. The entry into the hall is distinguished by a small pediment above an arched door. The complex is tied together by a cornice, except for the small one-story appendages to the sides. Rhythm is created in the building's one-story masses with engaged buttresses divided by windows.

The majority of the original curtain wall windows have been fixed shut and painted over. Ten or 12 light pivot windows are operable. A window bank has been removed and replaced with metal overhead doors on the south side of Hangar Twelve. Both the front and rear facades have large, overhead canopy type hangar doors. These doors are mechanically operated and run the

entire length of the facade. Hangar Ten's doors have been permanently closed. The rear hangar door on Hangar Eleven is also permanently closed, but the front hangar door is still in operation. The rear hangar doors on both buildings have had smaller metal overhead doors and man-doors cut into them. They also support exterior metal staircases that run to second story man-doors and interior mezzanines. Circular louvers accent the front and rear elevations in the pediment area. Outdoor lighting and other mechanical equipment have been recent additions to the hangars. The interiors appear largely intact with the exception of some office conversions and the addition of mezzanines to the rear.

## Building Type Biography

**Building Type:** AC Hangar 1930-B

**Design**

**Number of Buildings:** 3

**Construction Dates:** Sep 1931 - Jul 1932

**Contractor:** W. Murray Werner

**Original Size:** 29,263 square feet

**Building Numbers:**

6413, 6415, 6426



Typical Front Elevation

## Building Type Description

The Air Corps 1930-B design hangars are utilitarian structures consisting of two hangars connected by a two-story service/office hall. The total space is 29,263 square feet. The mass of the hangars includes engaged buttresses at the rear corners of the hangars and buttressed walls at the front corners with a pitched truss tying them together. The front of the complex faces the airfield while the rear facade faces Lindbergh Street.

There are two different roof types for the complex: gabled and flat. Both roof types have an attached parapet. The gables occur over the hangars; the flat roofs are on the central service/office hall. The gables are covered with asphalt shingle; the flat roofs are built-up roofing.

The buildings are dominated by glass and metal curtain walls and large overhead doors at front and back. The piers and parts of the walls are of terra-cotta block. The foundation and floor is concrete as is the dropped ceiling inside. The structure is simple in design, with the only ornament occurring at the buttresses and at the central hall entry at the front. Short walls with engaged buttresses occur on either side of the front hangar doors. These walls act as repositories for the sliding hangar doors when open and screen the parking lots from the airfield. The entry hall, hangars and side walls are all tied together by a stringcourse. The complex is tied together by a cornice.

The majority of the original curtain wall windows have been fixed shut and painted over. Those that are operable are 8- or 10-light pivot windows. These appear to be original with a few replacement pieces. Both the front and rear facades have large, sliding metal and glass hangar doors. The doors are mechanically operated and run the entire length of the facade. The rear

hangar doors on both buildings have been permanently sealed shut. They have had smaller overhead doors and man-doors cut into them. The rear doors also support exterior metal staircases that run to second story man-doors and interior mezzanines. Dual square louvers accent the front and rear elevations in the pediment area of both hangars. Outdoor lighting and other mechanical equipment have been recent additions to the hangars. The interiors have been converted to office space with the addition of interior mezzanines.

## **Appendix D: Non-Contributing Building Biographies**

## Non-Contributing Building Biography

**Building Number:** 0

**Location:** Within District-405 Selfridge Ave

**Building Type:** Contractor's Office

**Old Number:** N/A      **Record Modified:** 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** After 1941

**Contractor:** No record of contractor found

**Original Use:** Contractor's Office

**Current Use:** Contractor's Office

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed after 1941. It is privately owned by OMSERV Corp, a contractor providing housing maintenance for the base.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
19	C	32 A	Front	2044	7	04 Apr 94
19	C	33 A	Left	2044	8	04 Apr 94
19	C	34 A	Back	2044	9	04 Apr 94
42	B	20 A	Front			04 Apr 94
42	B	21 A	Left			04 Apr 94
50	B	1 A	Front			08 Jun 94

**Compatible Design Elements:**

No compatible elements found.

## Non-Contributing Building Biography

**Building Number:** 1085

**Location:** Out of District-185 Bossier Rd

**Building Type:** Golf Club House

**Old Number:** 72      **Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1932

**Contractor:** K C Wilson, Shreveport, LA

**Original Use:** Radio Building

**Current Use:** Golf Club House

**Compatible with District:** No



**Front Elevation**

**Reason for Non-Contributing Status:**

This building was completed as the Radio Building in 1932. Its present function as the Golf Club House has resulted in many alterations to the original structure. Large additions have increased the building's area and have compromised its historic integrity. Now, only a small portion of the entry is visible, the rest being engulfed by the alterations and additions.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
56	C	4	Front	2044	53	23 Jun 94
56	C	5	Right	2044	54	23 Jun 94

**Compatible Design Elements:**

Additions & alterations to the original structure non-compatible.

## Non-Contributing Building Biography

**Building Number:** 1379

**Location:** Within District-(No Street #)Near West Gate

**Building Type:** Utility Vault

**Old Number:** N/A

**Record Modified:** 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** 1959

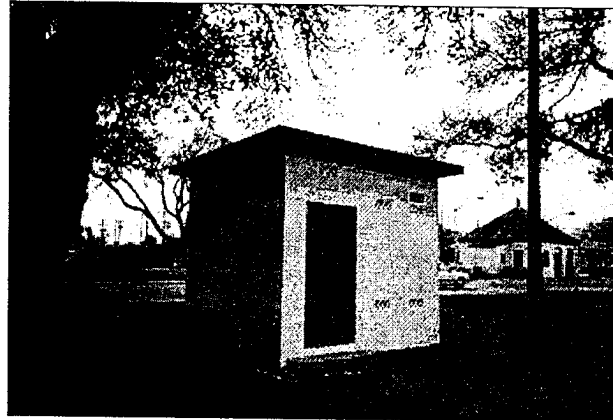
**Contractor:** No record of contractor found

**Original Use:** Utility Vault

**Current Use:** Utility Vault

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1959.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
24	C	28 A	Front/Left	2044	10	05 Apr 94
24	C	29 A	Back/Right	2044	11	05 Apr 94
45	B	15 A	Front/Left			05 Apr 94
45	B	16 A	Back/Right			05 Apr 94

Compatible Design Elements:

Compatible Windows & Doors: Door-Wood 2 panel



**Building Number:** 1922

**Building Type:** Enlisted Pool Bath House

**Old Number: 703**

Record Modified: 02 Aug 94

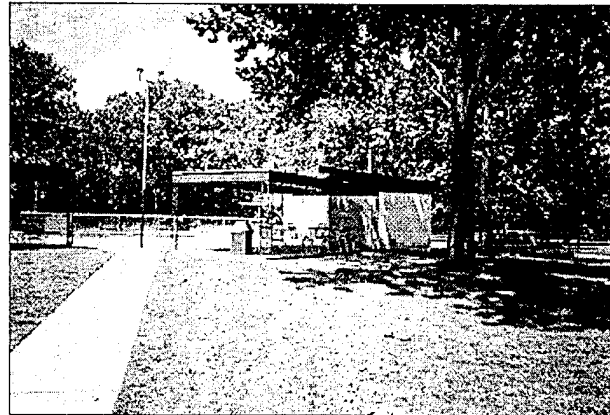
**Construction Completion Date:** 1938

**Original Use:** Enlisted Pool Bath House

**Current Use:** Enlisted Pool Bath House

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

This structure has had many alterations since it's completion in 1938.

[illegible]

## Non-Contributing Building Biography

**Building Number: 2152**

**Location:** Within District-201 Ira Eaker Dr

**Building Type:** Garage, Officers

**Old Number:** N/A      **Record Modified:** 08 Nov 94

**Contributes to District: No**

**Construction Completion Date:** After 1941

**Contractor:** No record of contractor found

**Original Use:** Garage, Family Housing

**Current Use:** Garage, Family Housing

**Compatible with District: Yes**

Reason for Non-Contributing Status:



### Front Elevation

This building was completed after 1941.

[illegible]

### Compatible Design Elements:

Compatible Roof Types: Gable Roof  
Compatible Wall Materials: Stucco finish  
Compatible Door: Overhead door

## Non-Contributing Building Biography

**Building Number:** 2935

**Location:** Out of District-(No Street #)Serves #2945

**Building Type:** Officers Club Pool

**Old Number:** 69      **Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1934

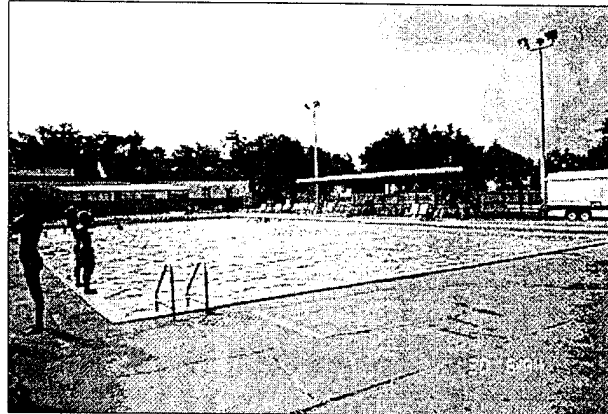
**Contractor:** No record of contractor found

**Original Use:** Officers Club Pool

**Current Use:** Officers Club Pool

**Compatible with District:** No

**Reason for Non-Contributing Status:**



**Front Elevation**

This structure is basically in it's original state, but does not contribute to the visual make-up of the historic district.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture	Compatible Design Elements:
56	C	3	Officer Pool	2044	74	23 Jun 94	Structure compatible

## Non-Contributing Building Biography

**Building Number:** 3447

**Location:** Within District-278 Davis Ave E

**Building Type:** Commercial Facility

**Old Number:** 803      **Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1952

**Contractor:** No record of contractor found

**Original Use:** Commercial Facility

**Current Use:** Commercial Facility

**Compatible with District:**

**Reason for Non-Contributing Status:**



**Front Elevation**

This building was completed in 1952.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
31	C	2 A	Front	2044	47	08 Apr 94
31	C	3 A	Right	2044	48	08 Apr 94
49	B	12 A	Front			07 Apr 94
49	B	13 A	Right			07 Apr 94

**Compatible Design Elements:**

No compatible elements found.



## Non-Contributing Building Biography

**Building Number:** 3465

**Location:** Within District-134 Davis Ave E

**Building Type:** Commercial Facility

**Old Number:** 91

**Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1953

**Contractor:** No record of contractor found

**Original Use:** Commercial Facility

**Current Use:** Commercial Facility

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1953.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
30	C	27 A	Front	2044	35	07 Apr 94
30	C	28 A	Left	2044	36	07 Apr 94
49	B	0 A	Front			07 Apr 94
49	B	1 A	Left			07 Apr 94

Compatible Design Elements:

No compatible elements found.

**Building Number: 3466**

**Building Type:** Data Processing Installation

Old Number: 800      Record Modified: 21 Sep 94

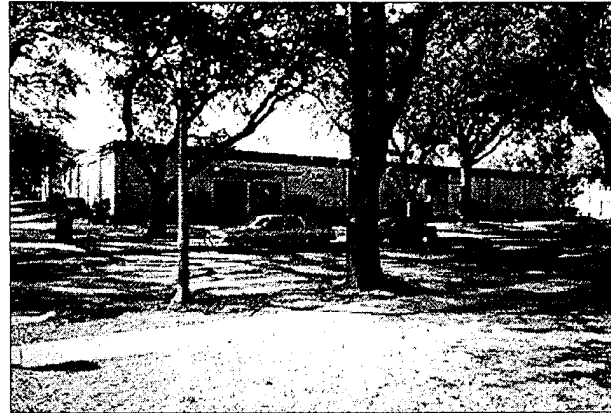
**Construction Completion Date:** 1952

**Original Use:** Data Processing Installation

**Current Use:** Data Processing Installation

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

This building was completed in 1952.

[illegible]

**Compatible Wall Material:** Stucco finish

## Non-Contributing Building Biography

**Building Number:** 3467

**Location:** Within District-168 Davis Ave E

**Building Type:** Headquarters Numbered Air Force

**Old Number:** 801      **Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1952

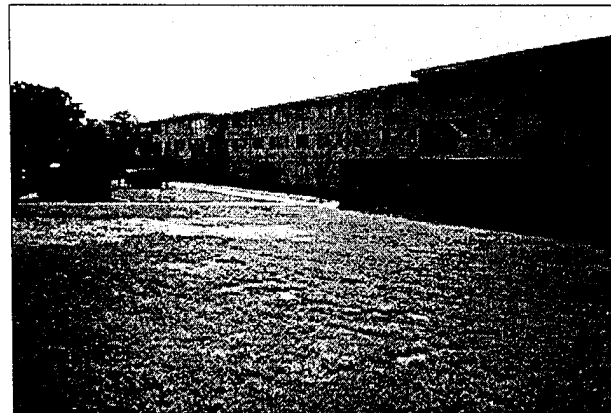
**Contractor:** No record of contractor found

**Original Use:** Headquarters Numbered Air Force

**Current Use:** Headquarters Numbered Air Force

**Compatible with District:** No

**Reason for Non-Contributing Status:**



**Front Elevation**

This building was completed in 1952.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
30	C	31 A	Front Left	2044	39	07 Apr 94
30	C	32 A	Front Right	2044	40	07 Apr 94
30	C	33 A	Left	2044	41	07 Apr 94
49	B	4 A	Front Left			07 Apr 94
49	B	5 A	Front Right			07 Apr 94
49	B	6 A	Left			07 Apr 94

**Compatible Design Elements:**

No compatible elements found.

## Non-Contributing Building Biography

**Building Number:** 3469

**Location:** Within District-(No Street #)Adjacent to #3467

**Building Type:** AFCS Maintenance Facility

**Old Number:** N/A      **Record Modified:** 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** 1990

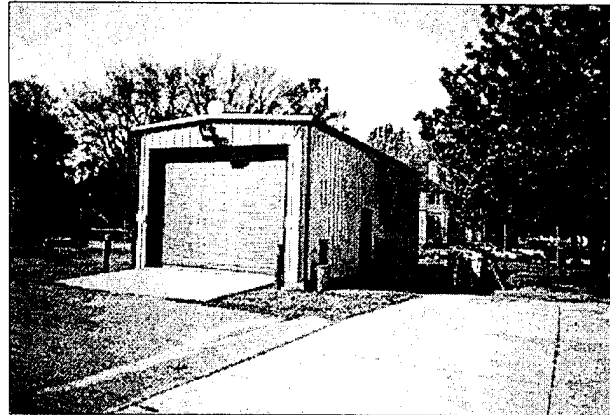
**Contractor:** No record of contractor found

**Original Use:** AFCS Maintenance Facility

**Current Use:** AFCS Maintenance Facility

**Compatible with District:** No

**Reason for Non-Contributing Status:**



**Front Elevation**

This building was completed in 1990.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
31	C	0 A	Front/Right	2044	45	08 Apr 94
31	C	1 A	Back/Left	2044	46	08 Apr 94
49	B	10 A	Front/Right			07 Apr 94
49	B	11 A	Back/Left			07 Apr 94

**Compatible Design Elements:**

No compatible elements found.

## Non-Contributing Building Biography

**Building Number:** 3477

**Location:** Within District-278 Davis Ave E

**Building Type:** Group Headquarters

**Old Number:** 802      **Record Modified:** 14 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1952

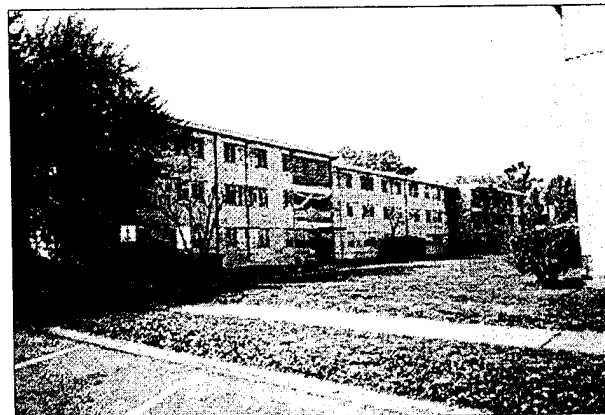
**Contractor:** No record of contractor found

**Original Use:** Group Headquarters

**Current Use:** Group Headquarters

**Compatible with District:** No

**Reason for Non-Contributing Status:**



**Front Elevation**

This building was completed in 1952.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
30	C	34 A	Front	2044	42	07 Apr 94
30	C	35 A	Right	2044	44	07 Apr 94
30	C	36 A	Front Left	2044	43	07 Apr 94
49	B	7 A	Front			07 Apr 94
49	B	8 A	Right			07 Apr 94
49	B	9 A	Front Left			07 Apr 94

**Compatible Design Elements:**

No compatible elements found.

**Building Number: 3721**

**Building Type:** Storage Shed

**Old Number:** N/A

Record Modified: 28 Jul 94

**Contributes to District: No**

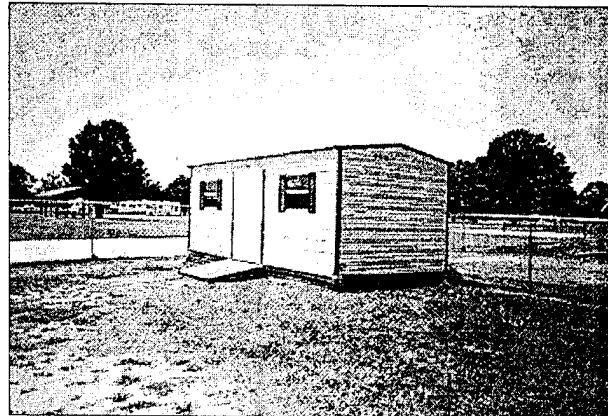
**Contractor:** No record of contractor found

**Original Use:** Storage Shed

**Current Use:** Storage Shed

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

This portable structure was completed after 1941.

[illegible]

### Compatible Design Elements:

No compatible elements found.

## Non-Contributing Building Biography

**Building Number:** 3725

**Location:** Within District-424 Kenney Ave

**Building Type:** Child Care Center

**Old Number:** N/A

**Record Modified:** 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** 1971

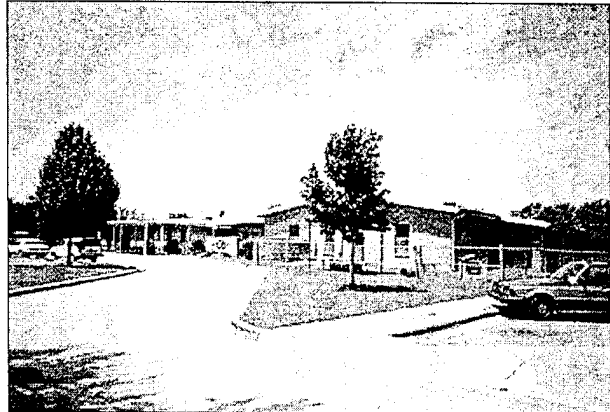
**Contractor:** No record of contractor found

**Original Use:** Child Care Center

**Current Use:** Child Care Center

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1971.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture	Compatible Design Elements:
58	C	5 A	Front	2044	83	16 Aug 94	Not available at this time.



**Building Number: 4163**

**Building Type:** Warehouse

**Old Number:** N/A

Record Modified: 28 Jul 94

**Contributes to District: No**

**Construction Completion Date:** 1971

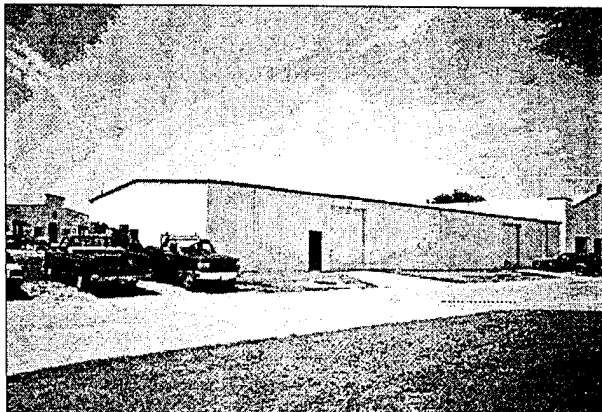
**Contractor:** No record of contractor found

**Original Use:** Warehouse

**Current Use:** Warehouse

**Compatible with District:** No

Reason for Non-Contributing Status:



### Front Elevation

This building was completed in 1971.

[illegible]

## Non-Contributing Building Biography

**Building Number:** 4186

**Location:** Out of District-686 Davis Ave E

**Building Type:** Vehicle Maintenance Shop

**Old Number:** 42      **Record Modified:** 10 Aug 94

**Contributes to District:** No

**Construction Completion Date:** 1941

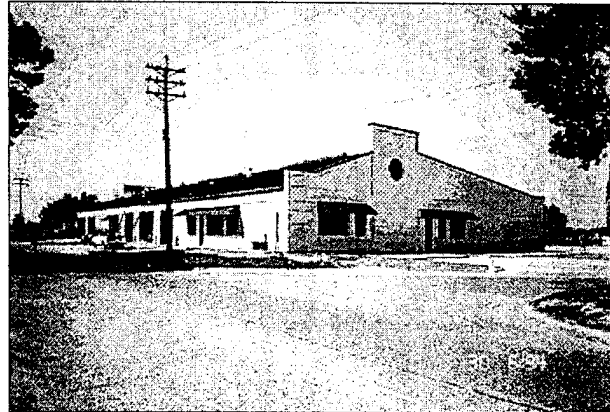
**Contractor:** Eckert-Fair Construction Co., Dallas, Tx

**Original Use:** Air Corps Garage

**Current Use:** This building is presently being remodeled.

**Compatible with District:** Yes

**Reason for Non-Contributing Status:**



**Front Elevation**

This building was completed as an Air Corps Garage in 1941. Recent alterations in progress as of 7/19/94 have compromised the historic integrity of the building. The original asbestos sheeted roof had been replaced with asphalt shingle and has now subsequently been replaced by a standing seam metal roof. The building enclosure, originally of stucco finished hollow terracotta tile is now being covered with Dryvit. Window locations have been altered and have been replaced with brown anodized aluminum windows. Standing seam metal canopies now cover these windows. Major additions made of concrete block and Dryvit have altered the original plan and elevations.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
28	C	25 A	Front	355	25	06 Apr 94
28	C	26 A	Left	355	26	06 Apr 94
28	C	27 A	Back	355	27	06 Apr 94
28	C	28 A	Right	355	28	06 Apr 94
56	C	21	Front	2044	64	23 Jun 94
56	C	22	Right	2044	65	23 Jun 94
47	B	35 A	Front			06 Apr 94
47	B	36 A	Left			06 Apr 94

**Compatible Design Elements:**

Additions & Alterations to Original Structure  
 Compatible Roof Type: Gable  
 Compatible Wall Material: Dryvit  
 Compatible Wall Trim: Quoining  
 Aluminum Circular Ventilator

## Non-Contributing Building Biography

**Building Number:** 5048

**Location:** Out of District-600 Davis Ave

**Building Type:** Traffic Check House

**Old Number:** 100

**Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1935

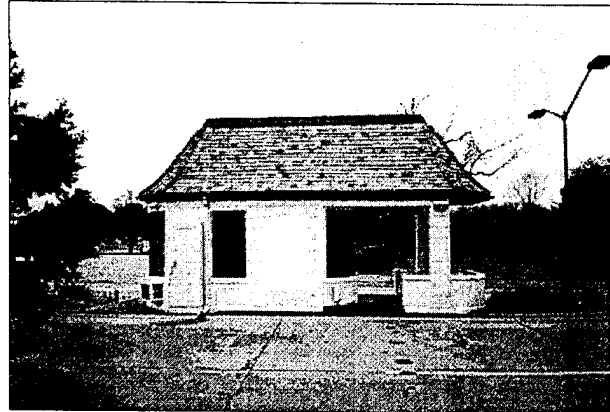
**Contractor:** No record of contractor found

**Original Use:** Traffic Check House

**Current Use:** Traffic Check House

**Compatible with District:** Yes

**Reason for Non-Contributing Status:**



Front Elevation

This structure was completed in 1935 and presently serves its original function. It has undergone many alterations which have compromised the structure's historic integrity. The gates have been completely removed. An additional porch was created changing the proportions of the original structure. A window was filled in, and remaining windows have been changed from wood multi-light fixed windows to non-compatible brown anodized aluminum single light fixed windows. Also a single light door of non-compatible brown anodized aluminum was added into the window arrangement on the rear of the guard house.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
24	C	30 A	Front	2046	24	05 Apr 94
24	C	31 A	Left	2046	25	05 Apr 94
24	C	32 A	Back	2046	26	05 Apr 94
24	C	33 A	Right	2046	27	05 Apr 94
56	C	1	Back Left	2044	51	23 Jun 94
56	C	2	Front Right	2044	52	23 Jun 94
45	B	17 A	Front			05 Apr 94
45	B	18 A	Back			05 Apr 94

### Compatible Design Elements:

Additions & Alterations to Original Structure  
 Compatible Roof Type: Hipped  
 Compatible Roof Material: Flat clay tile  
 Compatible Wall Material: Stucco finish  
 Compatible Wall Trim: Quoining

## Non-Contributing Building Biography

**Building Number:** 5167

**Location:** Within District-68 Spaatz Ave

**Building Type:** Visiting Officer Quarters

**Old Number:** N/A

**Record Modified:** 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** 1967

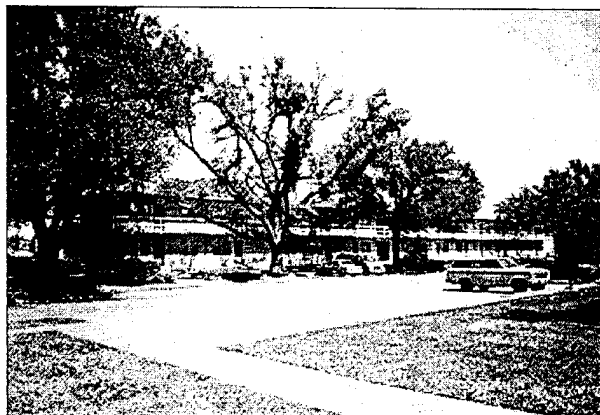
**Contractor:** No record of contractor found.

**Original Use:** Visiting Officer Quarters

**Current Use:** Visiting Officer Quarters

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1967.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture	Compatible Design Elements:	
1	C	14 A	Front	2044	1	29 Mar 94	No compatible elements found.	
1	C	15 A	Right	2044	2	29 Mar 94		
1	C	16 A	Back	2044	3	29 Mar 94		
1	C	17 A	Left	2044	4	29 Mar 94		
32	B	7 A	Front			29 Mar 94		
32	B	8 A	Back			29 Mar 94		

**Building Number: 5224**

**Building Type:** Visiting Officer Quarters

**Old Number:** N/A      **Record Modified:** 28 Jul 94

**Contributes to District: No**

**Construction Completion Date:** 1959

**Contractor:** No record of contractor found

**Original Use:** Visiting Officer Quarters

**Current Use:** Visiting Officer Quarters

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

This building was completed in 1959.

[illegible]

### Compatible Design Elements:

Not available at this time.



## Non-Contributing Building Biography

**Building Number: 5251**

**Location:** Within District-450 Lindbergh Rd W

**Building Type:** Service Station

**Old Number: 576**

Record Modified: 02 Aug 94

**Contributes to District: No**

**Construction Completion Date:** 1965

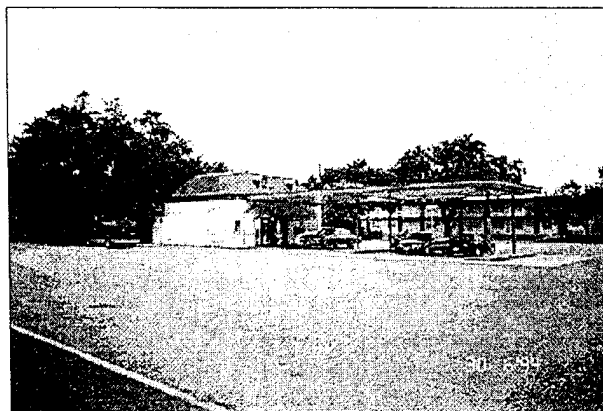
**Contractor:** No record of contractor found

**Original Use:** Service Station

**Current Use:** Service Station

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

This building was completed in 1965.

[illegible]

### Compatible Design Elements:

Compatible Roof Types: Hipped  
Compatible Dormer Types: Barrel  
Compatible Dormer Roof: Flat seam metal  
Compatible Wall Materials: Stucco finish  
Compatible Wall Trim Types: Cornice, Sills/Lintels  
Compatible Wall Trim Materials: Wood, Cast-in-place  
concrete  
Compatible Windows & Doors:  
Windows (unpainted)-Multi-light Fixed



**Building Number: 5441**

**Building Type:** Post Exchange

Old Number: 55      Record Modified: 21 Sep 94

**Contributes to District: No**

**Construction Completion Date:** 1932

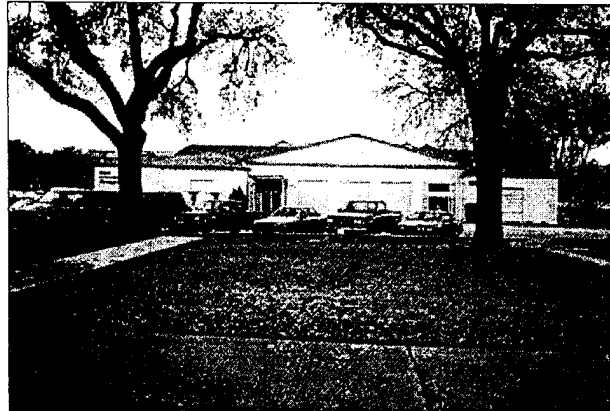
**Contractor:** K C Wilson, Shreveport, LA

**Original Use:** Post Exchange

**Current Use:** Base Forms & Publications Office, Info

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

Originally, the floor area was 8683 square feet. Subsequent lean-to additions built before 1941 have gained historic significance. The original building was rectangular in plan with the main elevation facing what is now Barksdale Blvd W. The front elevation had two pavilions flanking a colonnade that had formed the front porch of the Postal Exchange. The pavilions had flat clay tile hipped roofs and the colonnade had a flat roof with parapet wall. The main space was spanned by a flat clay tile gambrel roof. The original windows were 8 light casements with a multi-light transom, and the doors were one panel wood multi-light.

On December 23, 1947 an addition housing Bombardi's was added bringing the building area up to it's present 20,862 square feet. Two additional gambrel roofs were added and the once flat roofed colonnade now has a gabled roof with pediment. The flat clay tiled roofs have been replaced with non-compatible grey asphalt shingle and the colonnade has been completely blocked up with non-compatible red brick infill. Nearly all the original window openings have been blocked up with stucco infill, and the remaining window units are non-compatible replacements.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture	Compatible Design Elements:
25	C	33 A	Right	2046	57	06 Apr 94	Additions & alterations to the original structure non-compatible.
25	C	34 A	Front	2046	58	06 Apr 94	
25	C	35 A	Left	2046	59	06 Apr 94	
25	C	36 A	Back	2046	60	06 Apr 94	
46	B	4 A	Right			06 Apr 94	
46	B	5 A	Left			06 Apr 94	
46	B	6 A	Back Right			06 Apr 94	
46	B	7 A	Back Left			06 Apr 94	
46	B	8 A	Front Right			06 Apr 94	
46	B	9 A	Front Left			06 Apr 94	

## Non-Contributing Building Biography

**Building Number:** 5485

**Location:** Within District-(No Street #)Barksdale Blvd E

**Building Type:** Red Cross

**Old Number:** 783

**Record Modified:** 19 Aug 94

**Contributes to District:** No

**Construction Completion Date:** After 1941

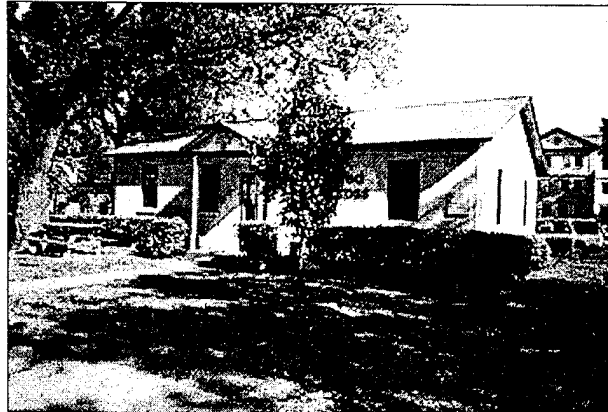
**Contractor:** No record of contractor found

**Original Use:** Red Cross

**Current Use:** Red Cross

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed after 1941.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
30	C	23 A	Front/Right	2044	31	07 Apr 94
30	C	24 A	Back/Left	2044	32	07 Apr 94
48	B	32 A	Front/Right			07 Apr 94
48	B	33 A	Back/Left			07 Apr 94

Compatible Design Elements:

Compatible Roof Types: Gable  
Compatible Open Porch Roof Types: Gable

## Non-Contributing Building Biography

**Building Number:** 5645

**Location:** Within District-Lindbergh Rd E

**Building Type:** Flight Simulator Building

**Old Number:** N/A      **Record Modified:** 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** 1993

**Contractor:** No record of contractor found

**Original Use:** Flight Simulator

**Current Use:** Flight Simulator

**Compatible with District:** Yes

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1993.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture	Compatible Design Elements:
26	C	22 A	Front	2044	12	06 Apr 94	Compatible Roof Types: Hipped Compatible Dormer Types: Barrel Compatible Dormer Roof: Flat seam metal Compatible Open Porch Roof Types: Gable Compatible Wall Materials: Stucco finish Compatible Wall Trim Types: Cornice, Quoining, Beltcourse, Sills/Lintels, Water table, Window/door reveals Compatible Wall Trim Materials: Stucco finish, wood, cast-in-place concrete
26	C	23 A	Left	2044	13	06 Apr 94	
26	C	24 A	Back	2044	14	06 Apr 94	
26	C	25 A	Right	2044	15	06 Apr 94	
46	B	25 A	Front			06 Apr 94	
46	B	26 A	Left			06 Apr 94	
46	B	27 A	Back			06 Apr 94	
46	B	28 A	Right			06 Apr 94	



## Non-Contributing Building Biography

**Building Number: 5724**

**Location:** 625 Davis Ave E

**Building Type:** Vehicle Operations Administration

Old Number: 727

Record Modified: 21 Sep 94

**Contributes to District: No**

**Construction Completion Date:** 1940

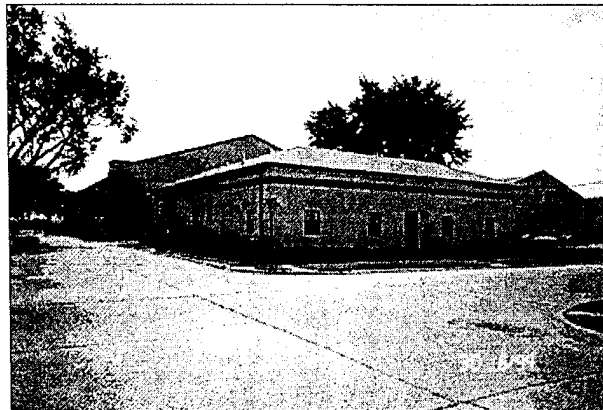
**Contractor:** No record of contractor found

**Original Use:** Vehicle Operations Administration

**Current Use:** Vehicle Operations Administration

**Compatible with District:** Yes

Reason for Non-Contributing Status:



### Front Elevation

This building was completed in 1940. It subsequently has undergone many alterations which have compromised the structure's historic integrity. The window and door openings were dominant elements on the building enclosure. These openings have been compromised by being partially filled in and replaced by smaller, non-compatible brown anodized aluminum units. Also, the roof (original material not known) has been completely redone, being replaced by non-compatible asphalt shingle.

[illegible]

### Compatible Design Elements:

Additions & Alterations to Original Structure  
Compatible Roof Type: Hipped  
Compatible Wall Material: Stucco finish  
Compatible Wall Trim:  
Sills/Lintels: Cast-in-place concrete  
Water table: Stucco finish



**Building Number: 6240**

**Location:** Within District-(No Street #)Adjacent to #6239

**Building Type:** Outdoor Pavillion

Old Number: N/A      Record Modified: 28 Jul 94

**Contributes to District:** No

**Construction Completion Date:** 1990

**Contractor:** No record of contractor found

**Original Use:** Outdoor Pavillion

**Current Use:** Outdoor Pavillion

**Compatible with District: No**

Reason for Non-Contributing Status:



### Front Elevation

This building was completed in 1990.

[illegible]

### Compatible Design Elements:

No compatible elements found.



## Non-Contributing Building Biography

**Building Number:** 6403

**Location:** Within District-(No Street #)Adjacent to #6404

**Building Type:** Utility Vault

**Old Number:** 65

**Record Modified:** 20 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1953

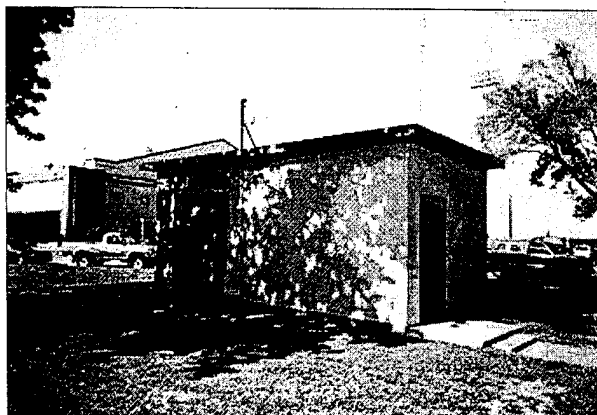
**Contractor:** No record of contractor found

**Original Use:** Utility Vault

**Current Use:** Utility Vault Squadron Operations

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1953.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
30	C	21 A	Front Right	2044	29	29 Mar 94
30	C	22 A	Back Right	2044	30	29 Mar 94
48	B	30 A	Front/Right			07 Apr 94
48	B	31 A	Back/Left			07 Apr 94

**Compatible Design Elements:**

Compatible Wall Materials: Stucco finish

## Non-Contributing Building Biography

**Building Number:** 6404

**Location:** Within District-(No Street #) Lindbergh Rd

**Building Type:** Addition to HQ & Operations Building

**Old Number:** 66      **Record Modified:** 21 Sep 94

**Contributes to District:** No

**Construction Completion Date:** 1952

**Contractor:** No record of contractor found

**Original Use:** Headquarters & Operations

**Current Use:** Squadron Operations

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This building was completed in 1952.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture
29	C	19 A	Front	2044	22	07 Apr 94
29	C	20 A	Left	2044	23	07 Apr 94
29	C	21 A	Back	2044	24	07 Apr 94
29	C	22 A	Right	2044	25	07 Apr 94
48	B	6 A	Front			07 Apr 94
48	B	7 A	Back			07 Apr 94

Compatible Design Elements:

Compatible Wall Materials: Stucco finish



## Non-Contributing Building Biography

**Building Number:** 6425

**Location:** Within District-(No Street #)Addition to #6426

**Building Type:** Fire Truck Garage

**Old Number:** N/A      **Record Modified:** 10 Nov 94

**Contributes to District:** No

**Construction Completion Date:** 1979

**Contractor:** No record of contractor found

**Original Use:** Fire Truck Garage

**Current Use:** Fire Truck Garage

**Compatible with District:** No

**Reason for Non-Contributing Status:**



Front Elevation

This structure was added after 1979.

Roll	Film Type	Frame	Elevation	CD	CD Image	Date of Picture	Compatible Design Elements:
58	C	7 A	Long B/R			16 Aug 94	No compatible elements found.
58	C	8 A	Back/Right	2044	85	16 Aug 94	

## Non-Contributing Building Biography

**Building Number: 6615**

**Location:** Out of District-(No Street #)Twining Dr

**Building Type:** Technical Lab

Old Number: 94      Record Modified: 10 Nov 94

**Contributes to District: No**

**Construction Completion Date:** 1934

**Contractor:** Landis & Young Builders, Bloomington, IN

**Original Use:** Ordinance Magazine Building

**Current Use:** Technical Lab

**Compatible with District: Yes**



### Front Elevation

## Reason for Non-Contributing Status:

This building was completed as the Ordinance Magazine Building in 1934. It has undergone many alterations which have compromised its historic integrity. Originally, the building enclosure was constructed of different shades of hollow terracotta tile. It has been completely redone with a stucco finish. In addition, all of the original doors have been replaced by smaller units.

[illegible]

### Compatible Design Elements:

Additions & Alterations to Original Structure  
Compatible Roof Type: Gable  
Compatible Wall Material: Stucco finish  
Compatible Wall Trim:  
Sills/Lintels: Cast-in-place concrete  
Water table: Stucco finish

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